

THE ILLUSTRATED LONDON NEWS



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FOR THE WEEK ENDING SATURDAY, AUGUST 2, 1845.

[SIXPENCE.]

INCOME TAX OPPRESSION.

THERE is a prevailing opinion among the people of this country, that they are governed by a Constitution composed of Queen, Lords, and Commons. It is, however, a popular error, of which the reader of the debate on Wednesday last will be entirely disabused; a fourth power must be added, greater than the other three put together, since it is confessed they cannot control it; we are really ruled by Queen, Lords, Commons, and Income-tax Commissioners.

The close of the Session, occupied, as it is, by the mere passing of bills, without discussing them, rarely produces a debate that so completely brings before the public the errors of past legislation as that of Wednesday last. It was a day well spent, for it is impossible such an exposure of gross injustice and oppression can be made without bringing about a remedy. The discussion rose out of an individual case, but it represents a class; there are thousands like it; though few may exhibit the injustice in so striking a light, or on so extensive a scale. A brief outline will suffice to put the reader in possession of the most material facts.

Mr. Fielden is a great manufacturer, a large employer, and member for the borough of Oldham. During the disastrous years which preceded the accession of the present Government to power, it is well known that the manufacturers of the country had to contend with extraordinary difficulties: some worked their mills half-time, some discharged the greater number of their workmen, some closed their establishments altogether; others continued to work, but at a continual loss; and among the latter was Mr. Fielden. The effect of this suspension of work was frightful: thousands in our most

populous districts were in a state verging on absolute starvation; but the laws that govern trade are as inexorable as the laws of nature. The cessation from producing on the part of the employers was an unavoidable necessity; for production at a loss, if continued for any time, will end in the annihilation of a small or moderate amount of capital, thus destroying the fund which must provide employment for the future. At such a crisis the country suffers throughout every class; but with every risk there is only one course to be taken. As soon as capital ceases to return a profit, it will cease to employ labour; it will employ it while a shadow of profit remains; it will employ it even when it merely returns itself; but when activity is only the wearing out of destruction, it is withdrawn, and remains at rest, till better times arrive.

And during this time of trial, in which the losses of the masters were great, and the sufferings of the workers extreme, Mr. Fielden continued to employ and produce, though at a certain loss. The Income-tax was imposed, and that part of it which levied a percentage on profits, was to be calculated on what had been derived from every trade and business in the three previous years. Mr. Fielden, being in a position that did not depend on credit or opinion, would not assume the prosperity that had not existed, and at once returned his profits at what they really were—nil. The Commissioners, however, knowing his affairs much better than he did himself, settled it that a mill, worked at a period when the produce could not be sold, must be an *El Dorado*—made a bold plunge of conjecture, and estimated a loss, as a profit of £24,000 a year! They subsequently amended their guess, by reducing it to £12,000; but Mr. Fielden would no more pay this than the

first refused, the demand, appealed to no purpose, offered to produce for inspection his books, accounts, and the balance-sheet of the concern—all in vain. A levy was made, his stock seized, and sold by auction for an amount that far more than covers the unjust demand, leaving him in every way a loser—robbed by the most moral and moderate of Governments, strictly “according to law.”

This is a gigantic wrong, like which there are thousands of small ones that have not been, and never will be, heard of. Many a firm would not dare to return its profits as “nil,” though painfully conscious of the fact: reputation is credit, and they must assume the possession of the wealth they have not. With credit and time they may retrieve their position; without them, ruin is certain. Nor are all men members of Parliament, with the opportunity of exposing an injustice; and the great bulk of busy traders cannot engage in an endless dispute with Government Boards and Departments, to be sent from Assessors to Commissioners, from Locals to Specials, and back to the Locals again, sure only of this, that no redress is to be got from either, and that to the first loss of money, that of time and temper will be added in looking for the remedy. This has long been a general conviction, but it is only now made known that no remedy exists. It is acknowledged, on the best authorities, that neither Parliament, nor the Treasury, nor the Exchequer, has any control over the Income Tax Commissioners. The people have nothing to do but to pay the money, the Government must be content to receive it. Supposing it possible that the people complained of paying too much, while the Government thought it was receiving too little, even in such an



ELY, FROM THE RAILWAY STATION.—(SEE PAGE 76).

extreme case as this, there is no remedy. The nation and its rulers are alike "bound by the act."

By some strange omission, inexcusable even when the act was supposed to be passed for three years, the appeals can only be made to the Local Commissioners, or the "Specials" who sit at Somerset House; the aggrieved person may choose which horn he will be impaled by, but there can be no resistance; the Treasury is annihilated, save as the recipient of proceeds; the Chancellor of the Exchequer has no existence; the Home Secretary may supersede magistrates, but on a Commissioner of the Income Tax he has no power; the Sovereign is an Eidolon, a phantom. The Commissioners form an *imperium in imperio*, and like the proud city of old, on which, however, destruction came at last, they can say "we are and none else beside us."

This is a great defect; except on the express declaration of the Government itself, we could not believe that such enormous power had been given to any set of men without check or responsibility. They levy and assess under an Act of Parliament; but the result is pretty much the same, whether a man's property is confiscated by the ukase of an Emperor, or the decision of a Board of Commissioners, confirming an assessment of which a per centage remains behind, and does not find its way to the Exchequer.

A tax on property is fair and just, and can be easily collected; a tax on income and profits will always be arbitrary, inquisitorial, unjust, and a constant occasion of anger, disputes, and bitterness. It will be always difficult to collect, for many of those who have to pay it will return the amount as much too low from design, as those who levy it will fix it too high from ignorance. In the present case every source of information was proffered to the Commissioners; the man who was evading the due payment would shrink from inquiry. All those documents proved a loss; the law only authorises a tax on profit. Yet the Commissioners choose to say, "You have made £12,000 a-year; the tax is levied; the appeal is only from Commissioners, and beyond them there is no power on earth can give any redress." What is this but confiscation?

The remedy must be provided by the same power that created the evil—an Act of Parliament. Some department of the Government should be invested with a controlling or discretionary power in such cases. There may be many objections to a power of inquiring into private pecuniary affairs being given to the Executive; it may be doubted whether it would be so mischievous in effect as giving the same power to men of the same locality, who will be free to exercise it over their neighbours, their rivals, in business or politics. At all events the Government, by some means, should have a control over the collectors of its own revenue; and, if the parties complaining were so confident of their case as to offer all their books and accounts for inspection, there can be no objection to the constitution, by law, of a Board of Appeal, to receive such evidence, and to possess a releasing or reducing power over the assessment. Till that is done, the gatherers of the Income-tax are Law, Queen, and Constitution. In the days when Whig patronage was in full blossom, Sydney Smith said, the destinies of the human race were falling into the hands of that universal agent, the "Barrister of seven years' standing;" the fate—that is, the fortune—of every man now is at the mercy of the Income-tax Commissioner!

FOREIGN INTELLIGENCE.

PARISIANA.

(From our own Correspondent.)

PARIS, Wednesday.

The influx of residents to Versailles is greater than at any period within our memory—indeed it almost approaches its pristine splendour. As in the olden time, it is not unlikely in one's walks to meet a Princess or a Queen threading the greenward beneath the giant chestnuts. The truth is, Versailles—born beneath regal influence—stands impassive in its exclusiveness. At the theatre no murmur of applause disturbs its equanimity—the brilliant cascades which attract so many sight-seers do not elicit the slightest exclamation—the *nil admirare* of our friend Horace casts its spirit over the spot. It is the spot for a royal abode, and indeed those kings who have not been taken off by human hands have enjoyed themselves capitolly here—for instance Louis XIV. and XV., and save the 6th of October, of lugubrious memory, no case can be cited wherein the Royal peace has been disturbed. Their power may be pardoned in the admiration of the palace it has erected. The errors of one epoch become the benefit of another—the money spent by the "million" for various pleasures has more than repaid to the nation the original sum dispensed on its erection by Louis XIV. Hindoos, Egyptians, and Greeks are now seen admiring its splendid galleries—and each Wednesday and Saturday are given military concerts in the Park. The city is that the time selected for performance is when all the world is at dinner. I was present a few days since at the examination of the scholars belonging to the chief primary school established at Versailles. The one to which I allude is the most important, it being under the special direction of M. Filbon, and the religious protection of the excellent *cure* of Notre Dame. The Queen, Madame la Duchesse d'Orléans, and the Comte de Paris honoured the examination by their presence. The effect was touching, from the contrast of royalty and the hard simplicity of the establishment; the entire furniture consists of strait wooden forms, with balls running on a wire for the teaching of addition—a white wooden table, and two images of the Virgin holding the holy child to her bosom. Certainly no institution better merits the Royal confidence; to shelter from vagrancy the child of the workman, while its parents are obliged to labour, and unable to watch over it—to impart to its earliest years habits of submission and order—to sow the seeds of emulation into its young mind—to train these half orphans into good thoughts by a system which, under the guise of play, will not disgust the infant mind, is rendering an immense benefit to society. The larger number of the children were not aware that the visitor was the Queen; to be sure they had the natural idea that the two ladies and the pretty boy had come purposely to see and give them something if they behaved well; but the huzzas of the crowd, and the members of the adjoining Normal School, who were now in the garden, soon apprised them that the boy was the Comte de Paris. The delight of the children was excessive at the sympathy excited by their improvement, called forth the praises of the young Prince. The children spelt their words without hesitation, counted their balls without missing, marched round singing the hymns, and re-seated themselves at the sign of their teacher, each carrying its small basket. One of the smallest of the number could not reach the second range of balls to finish its sum; the Duchess of Orléans hastened to its assistance, and lent the baby her parasol to reach it. The course of studies finished, there arrived four immense baskets filled with toys. The effect was delightful. The Queen placed a sum of money in the hands of the Mayor, and observed, "It is my wish that the sum should be placed at the disposal of the other schools, for though to the King belong the splendours of France, to me belongs the care of its suffering subjects." Upon the departure of the Royal visitors the shrill shouting of the children, and the huzzas of the crowd, were deafening.

Anything so harrowing as the accounts which are afloat relative to the discipline of the army at Algiers, surely were never conceived by the heated brain of the wildest writer of romance. The treatment of the soldiery outrages every sentiment of humanity, violates the law, and is opposite to the very spirit of modern usage and society. And yet not a single French journal has raised its voice to call the aggressors to account. We do not wonder at the atrocities perpetrated by General Pelissier, for such a course of treatment cannot fail to brutify the feelings. The *National* certainly has, upon occasions "few and far between," hinted at the proceeding, but the accounts which have just arrived put the truth beyond all doubt. My space will not admit my citing many of the proved cases of the terrible cruelties which have been committed. In 1844, a pioneer of the first company, named Pelegonou, was attached to an iron bar affixed to his hands and feet, and exposed for two days, in a temperature of 112 degrees of Fahrenheit, on the plain of Sig. When he arrived at Oran, his wrists had mortified, and he died during the night. Some months after, a soldier of the first battalion of Africa suffered the same punishment, and amputation of the arm followed.

In the month of August, 1842, a man, having sold some cartouches, was condemned to be exposed for eight nights. One day when he refused willingly to go to the place designed, for fear of being devoured by the wild beasts, he was fastened to a tree, and rubbed over with honey; and, as the torture was beyond his endurance, he craved for the means of blowing out his brains. "He is too cowardly," said the adjutant, and ordered a gun to be given to him. The poor fellow loaded it himself, placed the barrel in his mouth, and pressed the trigger with his feet, but, by an extraordinary chance, the stock caught fire, and it did not discharge. These are not exaggerated details, and the list of names of the poor tortured beings reach to some hundreds. Captain Castellain has properly said, if the formation of the corps of discipline cannot be maintained without having recourse to such inhumanities, it would be a million fold better to suppress it altogether.

The equestrian statue of the Duc d'Orléans has been placed upon its pedestal in the Court of the Louvre. The head of the Prince is turned in the direction of the *Pavillon de l'Horloge* and of the Tuilleries. The transporting and the raising of the statue, without the slightest accident, does great credit to M. Rocher. The horse is perfect; it is a vigorous animal of the Norman breed. The general effect is admirable, and reflects honour on the artist.

You are aware that during the last year the Marine Department agreed with avidity to the proposition made by the Governor of Senegal, to import into France, for the purpose of being brought up and educated, several children, sons or nephews to the Chiefs on the coast of Gabon. There were six of these children, varying from nine to fifteen years of age: Logo, son of Piter, King of Great-Bassam; Gogs, his brother; Sceaux, son of Waka, King near Great-Bassam; Quaben, Horton, and Louis, sons of three Chiefs of Gabon. Upon their arrival at Paris, in September, 1844, they were confined to the care of the principals of the Paris Institution, MM. Regnier and Bellaguet. In the month another young black, named Sarah, was admitted to participate in the mode of education adopted for the six others. Their progress has been most promising. Independently of these Africans, the local administration has caused to be embarked at the same time for France, in the *Nisus*, six Senegallians; three of whom are destined to enter the School of Arts and Trades, to acquire a theoretic and practical knowledge, directed by preference to metallurgy. The three others have been signalled by the Governor as having a decided vocation for the priesthood. The realisation of these views will be one of the surest means to accomplish for the mission of civilisation and humanity, which France is called upon to fulfil on the continent of Africa.

FRANCE.

The Paris papers are much occupied with the murder of M. Leu, of Lucerne, which we mentioned in the greater part of our impression last week.

The *Basle Gazette*, of the 24th July, states that the conductors of diligences just arrived from Lucerne, announced that Redinger, the supposed murderer of M. Leu, had been arrested. Redinger was a workman employed by M. Leu, and had been prosecuted by him for debt. Some of the Paris Opposition journals persist in affecting to believe that the death of M. Leu had been a suicide. The *Débats* and the *Presse* reject this supposition, which, they contend, is unwarranted by the published and admitted facts. One consequence of the murder strikes the *Journal des Débats* as inevitable and calamitous—a collision of a most sanguinary nature between the Catholic party and the "Liberals," (or in Switzerland also, scepticism in its worst form assumes the title of "liberalism.") "The Prince de Joinville," writes a correspondent of the *Constitutionnel*, "resides at Randau, within two leagues of Vichy. Every morning at six o'clock, he drives into town and takes his bath, drinks two glasses of water, and returns at eight o'clock. He has hired a small *biad terre* in the house of a tobaccoist. He, however, sees nobody; but the inhabitants, who place great confidence in the Prince for the prosperity of their town, hope that he will accept a *fête* on the arrival of M. Cumin Gridaine, the Minister of Commerce."

The *Moniteur* publishes the law authorising the Minister of Public Works to adjudicate the Paris and Strasbourg Railroad, with an embranchment upon Rheims on one side, and upon Metz and the Prussian frontier, towards Saarbrück, on the other, as also the Tours and Nantes line. The maximum of the duration of the lease of the former and its embranchments is fixed at 45 years, and that of the Tours and Nantes road at 35.

The *Moniteur* likewise promulgates the law relative to the embranchments of Dieppe and Fécamp upon the Rouen and Havre line, and of Aix, on the Avignon and Marseilles railway.

M. Guizot has left Paris for Val Richer, his seat in Normandy. M. Duchatel supplies the place of M. Guizot at the Foreign-office, during the absence of the latter. M. Duchatel returned to Paris, from Ems, on Sunday.

SPAIN.

Our accounts from Spain state that the Queen, her mother, and the Infanta, arrived at Saragossa on the 23rd ult., in the evening. They were received at the limits of the district by the Governor-General Quintana, the Political Chief, and a number of the principal inhabitants, and on reaching the city were met by Senor Martinez de la Rosa, who had preceded the Royal party, and the four ministers who had arrived from Madrid. The Queen, her sister, and the Queen-Mother, were in the same carriage, followed by General Narvaez and his Private Secretary in a second carriage, and then came the Royal suite. There was no enthusiasm manifested on the Queen's arrival, and this was the case when the Court left Barcelona. On the 24th there was a reception to congratulate Queen Christina on her fête-day, which was attended by the Ministers and civil and military authorities, as well as by several notabilities who had arrived from Madrid.

The English experimental squadron, which lately left Portsmouth, is cruising on the coast of Spain. A letter from St. Sebastian states that it had made its appearance off that port, and that, from the Chateau de la Mota, the crew and the marines on board might be distinctly seen.

The Chamber of Commerce of Barcelona was preparing to address all the Chambers of Commerce in the kingdom, calling on them to petition the Cortes relative to the admission of Cuba sugars into the English markets. Should England persist in excluding them, the Barcelona merchants recommend recourse to reprisals, and propose to prohibit the importation into Spain, Cuba, and other Spanish colonies, of various articles of English manufacture, such as linens, cloth, hardware, muslin, machinery, &c.

THE UNITED STATES AND MEXICO.

The *Acadia* has arrived at Liverpool. The intelligence from the United States, Canada, Mexico, and Texas, is of more than usual interest, and extends over the period of a fortnight.

The *Acadia* brings to England the Hon. Louis M'Lane, the Minister to the Court of St. James. Mr. M'Lane has come to this country with special reference to the settlement of the Oregon question, although Mr. Buchanan, the United States Secretary of State, at Washington, may reserve to himself the signing of the contemplated treaty. The papers convey the important news, that the treaty with Mexico had been rejected, and that the Texan Congress had agreed to the annexation of Mexico to the United States.

The annexation of Texas to the United States was announced by President Jones in a long message to the Texan Congress.

The *Washington Union*, the United States Government organ, contains the whole of the diplomatic correspondence between the respective Governments of the United States and Texas, in regard to annexation, the publication of which appears to have created some little stir among the American press; inasmuch as the United States Government, through its Executive, distinctly guarantees its assistance to Texas, in case of aggression from foreign powers. The correspondence is rather interesting, as showing the anxiety of Major Donelson, on the part of the United States, to promote immediate annexation, at all hazards.

The *Quebec Mercury* of June 28, gives an account of another terrible fire in that city. On the previous Saturday, about eleven o'clock, flames were discovered issuing from the hangar of M. Tessier, Esq., N.P., in d'Aiguillon-street, just without St. John's gate. The alarm of fire by the tocsin was tardily given, but at the earliest moment possible a number of persons were on the spot, who lent every assistance towards arresting the progress of the fire (which, it is said, arose from the emptying of a can of hot ashes on a dunghill). By degrees it crept from street to street, and the final result was that "the entire suburb of St. John," including that denominated St. Lewis Suburbs, is, with the exception of a few paltry streets, in which but few houses had been built, entirely devastated.

This destruction of property was not effected without loss of life. One man was killed by the falling materials, and several others received severe injuries; some serious fractures, of which one, M'Kenna, has since died.

At eight o'clock on Sunday morning the fire may be said to have been stayed.

In the two fires (that of the 28th of May and the present one), at the least 3000 houses have been consumed, and 20,000 persons rendered houseless.

The *New Orleans Picayune* of the 2nd of July, says:—

"From Mexico.—REVOLUTION IN TABASCO.—By the Mexican schooner, *Atrideia*, Captain Sanchez, arrived from Campeche, we learn that a revolution broke out at Tabasco, on the 12th of June, which resulted in the overthrow of the constituted authorities and central system.

"But few particulars have reached us; but, from a letter received by a highly respectable commercial house here, we learn that the garrison at Tabasco, headed by General Martinez and Colonels Montero and Bruno, declared in favour of the Federal Government, and for the authorities that figured in 1834, with the exception of Santa Anna, who put down the said system at that time. They were successful in the movement, meeting with little or no opposition. The people remained quiet, but the commercial community were dissatisfied with the movement, fearful of its consequences, and of the losses they might sustain."

Another of those frightful accidents for which the Mississippi steam boats are so unenviably notorious, happened at New Orleans on the 1st ult. The steamer was the *Marquette*, which was about leaving for Cincinnati. The boiler, deck, and the cabin, as far as the wheel-house, were torn to pieces by the force of the explosion. The number of persons standing on the boiler deck was variously estimated at from 10 to 15, among whom were some cabin passengers. They were all blown to the height of 150 to 200 feet in the air. Some had their limbs rent asunder, and all of them fell into the river, without exhibiting any signs of life, and sank instantly to the bottom. The number killed, wounded, and missing, was, as nearly as could be ascertained, about 30.

The scene presented on the lower deck was one of the most heartrending description. In one place lay a body with a head severed from it; another with both legs torn off above the knees; some with frightful wounds and gashes upon their heads and limbs; others without scarcely a particle of skin upon their bodies, from the effects of the steam and scalding water. A lad, of some fifteen years of age, was thrown upon the Levee with both legs broken. The ladies and children in the cabin were all saved, and escaped injury, except a little girl, who was scalded, but not mortally. The boat immediately sunk, but not so as to be completely immersed.

The *New York Express* of the evening preceding the *Acadia's* departure publishes the following:—

GREAT FIRE AT MATANZAS—LOSS ESTIMATED AT EIGHT HUNDRED THOUSAND DOLLARS.

We have a Havannah paper of the 28th ult., which gives us the details of a great fire in Matanzas that happened on the 26th. It appears that a severe calamity has befallen the rich city of Matanzas. At half-past eight in the morning, the bells of the parish church announced that the richest part of the city was seized by the flames. In fact, the fire had burst out, as we are informed, in a carpenter's shop, in the Marina, where a large collection of timber supplied abundance of fuel to the flames. The fire immediately extended to the adjacent buildings, which were all of wood, and of such age as to be highly combustible, so that the conflagration extended toward the Royal Custom House, on the opposite corner, and to the house of Don Bartolomé de la Mater, which was soon seized by the devouring element, threatening to consume the whole town. It is three o'clock in the afternoon, and we have just left the scene of the catastrophe; and, while the ruins of the edifices of the whole Marina are consuming, the principal block and another adjoining it have disappeared. A great part of the contiguous blocks in the west have also been destroyed in part. We may truly say that what has been the general depot of the great part of the commercial wealth of their city has now been made a prey to the flames. The losses have been incalculable; and consternation so great that the streets were blocked up with men, women, and children flying for their lives from the flames. The splendid house of Don Vicente de Junco has been destroyed.

BUENOS AYRES.

The following important information has been received per Danish brig *Henrietta Sophia*, which left Buenos Ayres on the 29th of May. The letter from which the extract is made is dated the day previously:—

"Since Mr. Ouseley's arrival here nothing has occurred to materially alter, as yet, the appearance of political affairs in this quarter.

"Negotiations are going on for the pacification of the other side of the river, but we have not the slightest idea they will be successful, unless the Governor of this place be allowed to have entirely his own way, or instead of negotiating, force be used, and then probably other evils would arise of as great magnitude as the war in the Oriental Republic, for Rosas will not be forced into making peace—or rather be forced to withdraw his army from the state—without taking revenge in some way on English commerce.

"But, supposing the war with Monte Video at an end, another would begin with Paraguay or Brazil, for both of which our Governor is disposed. He never will be at peace. But for wars he would have no pretence for retaining his despotic power. Unless there were somebody to make an outcry against there would be no motive for keeping a large army; without an army he would soon be overthrown.

"The April packet is said to have arrived at Monte Video, and also the new French Minister or Commissioner. English and French men of war are almost daily coming and going between this place and Monte Video. It is said Mr. Ouseley is going down to Monte Video. The rumoured change in the Ministry at France may have considerable effect on the negotiations here. Dubloons have risen from 200 dollars to 208 dollars within the last month. Immediately after Mr. Ouseley's arrival they rose to 200 dollars as above. Exchange on London has fallen from 4d. to 3½d."

ARRIVAL OF THE OVERLAND MAIL.

INDIA.

The Bombay Mail has arrived, with news from that Presidency to the 20th of June, from Calcutta to the 9th, Madras to the 11th, and from China to the 6th of May.

We regret to state that cholera has been very prevalent in Bombay and Poonah, and that it has raged in Lahore to a fearful extent.

The letters from Lahore repeat the announcement, brought by the last mail, of the appointment of the Sadar Jowahir Singh to be the Prime Minister, and the retirement of Gholab Singh to his fortress of Jumoo.

Prince Peshora Singh is stated to be in rebellion against the authorities at Lahore.

The attack on Peshawur has been abandoned by Dost Mahomed and his son.

The Governor-General remained in Calcutta, but it was expected he would proceed in October to the north-west provinces to reduce the Sikhs to order.

In commercial affairs there has been no material change. Although money continued scarce, Government securities were in demand at the last quotations.

CHINA.

From China we learn that a riot had taken place at Vittoria; it had been suppressed without much difficulty. The British troops had been withdrawn from Kolung-oo, in accordance with the terms of our treaty, on the 23rd of March, and the Chinese took possession.

An English merchant having built a vessel of 70 tons, gave the command of it to a Chinese named Fowqua, to enable him to levy a species of *black* mail on the native smuggling boats engaged in the opium trade. Suspicions were excited. Fowqua was seized, tortured, and denounced a hundred persons as being implicated in the transaction.

The mate and gunner of the *Ariel*, having on board upwards of 100,000 dollars, conspired to seize her, but were ultimately defeated. The mate was killed, and the gunner wounded.

POLICE.

A MAN COMMITTED FOR ATTEMPTING TO MURDER HIS BROTHER.—At Southwark Police-office, on Tuesday, *Thomas Pearce*, a tripe dresser, in Bermondsey-street, was placed at the bar before Mr. Cottingham, charged with attempting to murder his brother, James Pearce, on the preceding afternoon.—The complainant stated that he keeps a tripe shop in Bermondsey-street, and that the prisoner, who is his brother, carries on business of a similar description, and within two doors of him, in the same street. On the preceding afternoon the prisoner came in front of complainant's shop, and exclaimed that he would have blood before night. He was in a state of considerable excitement. Shortly afterwards he was observed to enter a barber's shop contiguous to his house, where he remained for some time, and when he quitted the place he rushed into complainant's shop, and into the parlour, where he was sitting with Mr. Rowley, a surveyor, who had called to transact some business there. The moment the prisoner made his appearance he exclaimed, "Is this your shop, or is it mine, James? I have come to ask that question, and I must have an answer." Complainant, in reply, said the shop did not belong to either of them, but to Mr. Messenger, of the Borough market. The instant he had given expression to the words quoted, the prisoner, who previously had his hands concealed, ran towards the complainant, who was then sitting in a chair, and, with a razor in his right hand, made an attempt to cut his throat, while with his left hand he endeavoured to hold back his brother's head, in order to give him an opportunity of inflicting a wound. Before, however, he had time to carry his desperate resolution into effect, Mr. Rowley, the person before named, jumped up and with a sudden effort, struck the prisoner's arm with such force as to prevent the intended attempt upon his brother's life. The complainant added that the prisoner was then secured, and in addition to the razor he had in his hand, another was found in his trousers' pocket; that some time ago the prisoner was held to bail for threatening his life, and in default of sureties was committed, and that since his release he had on many occasions threatened to murder him. When the prisoner was called upon to answer the charge, he said that of late he had experienced great vicissitudes in business; that on the preceding day an execution was put into his house for £8 15s, for rent due to the landlord, which he was unable to meet; that as he was on bad terms with his brother he did not at first make known the circumstance to him, but intended to have gone and humbled himself to him, and besought his assistance in such an extremity. Instead of carrying that project into effect, he suffered himself to be enticed into a public house, where he drank more than he ought to have done, and that under the excitement of what he had taken, he had unfortunately made use of some threatening language to his brother, and afterwards rushed into his house. He (the prisoner), however, would declare that he had no such intention as that ascribed to him, although he admitted having had razors about him at the time.—The complainant shed tears, and expressed himself to the effect that he had no desire to hurt his brother.—Mr. Cottingham said that the prisoner's appeal for mercy came too late, and that he should not be doing his duty to the public if he suffered either his own or the complainant's feelings to operate on the occasion, and that he should, therefore, commit the prisoner for trial.

A HORSE ATTACKED WITH HYDROPHOBIA.—Last Sunday morning a labourer in the employ of Mr. Hallett, a farmer at Cuckfield, took three horses from the stable and turned them into the field. Shortly afterwards one of the animals began to evince symptoms of hydrophobia, tearing up the earth, dashing wildly about the field, biting the other horses most fearfully, and gnawing the gate-posts and rails, seizing the stones in the path with its teeth, and throwing them into the air with great violence. Whilst the fit was on, a boy accidentally passed through the field, and had a most miraculous escape. He was attacked by the infuriated animal, and he may attribute his fortunate escape to his umbrella, which the horse seized with great violence, tossed it into the air, and then bounded off. The fit was on him several hours, during which time he had lacerated himself in a shocking manner. At length he became exhausted, and dropped dead in the field. The other horses have since been destroyed.

IMPERIAL PARLIAMENT.

HOUSE OF LORDS.—MONDAY.

PUBLISHING THE LIVES OF DECEASED PEERS.—Lord CAMPBELL made a motion to rescind the standing order, prohibiting the publication of the lives or letters of deceased peers, and gave some account of the circumstances under which it originated. In 1735, the peers were startled from their property by an advertisement in the *Postboy*, intimating that the famous Carli was about to publish a volume, containing Pope's correspondence, for thirty years, with Halifax and other noble personages. Where upon the Black Rod was ordered to bring all the copies of the book he could find, and the publisher himself, before them; and the standing order was enacted, and was still standing, a dead letter on their journals. He moved that it be rescinded, which was agreed to.

The Commons Inclosure Bill was discussed in Committee, and the various clauses agreed to.

Much other miscellaneous business was disposed of, the house having sat till eleven o'clock.

HOUSE OF COMMONS.—MONDAY.

As usual, the house sat at 12 o'clock. The Games and Wagers Bill went through Committee. Many bills were advanced a stage.

EDUCATION.—In the afternoon sitting, on the motion for the house resolving itself into committee of supply, Mr. EWART moved the following resolutions:—"That a statement be made, on the part of the Government, of the condition and prospect of such educational establishments as are supported wholly or partially by a vote of this house. That it is expedient that the formation of public libraries, freely open to the public, be encouraged. That it is expedient that schools for the training of masters be more extensively promoted. That it is expedient that appointments to the subordinate offices of Government be made (as far as possible) by examination of the merits of the candidates for such offices."—Sir R. PEEL entered into a statement of the views of the Government, having for their object the rendering the annual and increased educational grants more generally useful in a double point of view—that of elevating the status of the teachers and the quality of the education given to the pupil.—After some observations from Mr. Wyse, Mr. Hume, and Mr. Hawes, Mr. EWART withdrew his motion.

THE SCHOOL OF DESIGN.—Mr. WILLIAMS next called attention to the constitution and management of the School of Design, moving for a committee to inquire into the allegations contained in the petition of the senior students.—Sir GEORGE CLERK gave some explanations of, and comments upon the discontents of the pupils, which he ridiculed as resulting from the ignorance, conceit, and pique of a few amongst them, and which were utterly unworthy the attention of the house. The school had made satisfactory progress, and the exhibition this year would be one exceedingly creditable.—After some observations from Mr. Ewart, Mr. Wakley, and Mr. Hawes (who, as one of the council, defended the management of the school, as did Mr. Wyse), the motion was withdrawn.

The house at length got into committee of supply, and many estimates were voted.

Sir J. GRAHAM then intimated that he should withdraw the Physic and Surgery Bills till the next Session, when he should most certainly re-introduce them.

The house sat till two o'clock in the morning.

HOUSE OF LORDS.—TUESDAY.

THE DUBLIN AND GALWAY RAILWAY BILL.—The Earl of BESBOROUGH moved the resumption of the adjourned debate on the Dublin and Galway Railway Bill; the question before the house being that the further consideration of the bill be postponed to that day three months.—The Marquis of CLANRICARDE excused the promoters of the scheme, on the ground that, though gross frauds had been committed in making up the share list, other companies had been guilty of similar practices. He threatened their lordships with a renewed cry for Repeal of the Union, should they do "injustice to Ireland," by throwing out this bill.—Rather a long discussion ensued, the result of which was that their lordships divided. For postponing the bill for three months—

Contents	35
Non-Contents	8
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The bill was consequently thrown out.

The Poor Law Amendment (Scotland) Bill was read a third time and passed, after having the 17th clause expunged.

The house was occupied until eleven o'clock in disposing of several bills, and at that hour adjourned till Thursday.

HOUSE OF COMMONS.—TUESDAY.

THIRD READINGS OF BILLS.—At the morning sitting the following bills were read a third time and passed:—The Court of Chancery Bill, the Stock in Trade Bill, the Removal of Paupers Bill, the Small Debts Bill, and the Customs Regulation Bill.

The Joint Stock Banks (Scotland and Ireland) Bill went through Committee.

STANDING ORDERS RESPECTING RAILWAYS.—Lord GRANVILLE SOMERSET moved amendments in the standing orders relative to railways, to the effect:—"That in future the deposits on railway bills shall be ten instead of five per cent. on the capital; that in Irish projects the notices to occupiers of land shall in future be deposited with the Clerks of the Unions instead of the Clerks of the Peace; that the railway business done this Session, if up to the point required by the late resolution, shall be sustained as good for so far in the next Session."—These amendments were agreed to.—The house adjourned at the early hour of seven in the evening, no other business of interest having been transacted.

HOUSE OF COMMONS.—WEDNESDAY.

OPPRESSIONS UNDER THE INCOME TAX.—Upon the motion for going into Committee of Supply, Mr. FIELDEN called attention to the treatment which he and others had received under the Property Tax Act, and moved for certain returns connected therewith. It appeared that the hon. member's establishment at Oldham had been assessed to the Property Tax at £24,000 per annum. Upon appeal, the Commissioners, when he was not present, had reduced it to £12,000, which was far greater than it ought to be. He had sought every means of redress, but in vain, and now brought the subject before the house. He had offered to produce his books, showing his dividends or profits with his partners; but without availing themselves of this means of ascertaining the real facts, the Commissioners, in his absence, decided against his appeal, and his goods were levied upon for the assessment on a profit of £12,000.—Mr. WILLIAMS seconded the motion, and stated that there were thousands of cases of similar oppression under the Income Tax Act.—The CHANCELLOR of the EXCHEQUER said he was sorry for the inconvenience to which the hon. gentleman had been subjected, but that inconvenience was chiefly to be attributed to that boasted British virtue of resistance to oppression, upon which the hon. gentleman had acted to an extent which others might think scarcely prudent, and which at all events had led to the annoyances of which he complained.—In the course of a discussion which ensued, Sir R. PEEL said he deeply regretted the annoyances to which Mr. Fielden had been subjected, but the fault did not rest with the Government. When the Income Tax was under the consideration of Parliament, the Government had proposed the appointment of these Commissioners under the conviction that jealousy would have been excited both within and without the walls of Parliament, if they proposed to vest in themselves the patronage which the appointment of assessors and collectors must have given them. That feeling seemed to have been adopted by Parliament, and the present system was adopted, the evils of which, as complained of, he thought to be exaggerated.—As the Chancellor of the Exchequer did not object to some of the returns, Mr. Fielden ultimately withdrew his motion.

ACCIDENTS ON RAILWAYS.—Mr. BERNAL called attention to the recent accidents on railways, and contended that where parties were deriving large profits from them, the public had a right to expect that every attention should be devoted to the safety of those who travelled by them.—Sir G. CLERK stated the steps taken by the Board of Trade in all such cases; and, after a short discussion, Sir R. PEEL, amidst repeated cheers, said that the railway directors were bound to protect the public. It was no answer, when accidents occurred, to say that in coach travelling accidents were more frequent; they should seek to have no accidents at all. If railway proprietors failed in making proper provision for the safety of the public, he was satisfied that Parliament would not hesitate to diminish their profits, with a view to provide more efficaciously for the security of the lives of those whom they conveyed.

STATE OF THE NATIONAL DEFENCES.—Lord PALMERSTON then rose and addressed the house upon the subject of the National Defences. In the course of his speech, he remarked that it was true we were on the best terms with France; but it was to be recollected, nevertheless, that France had an army of 350,000 men—a large naval force, particularly in war steamers—that a steam bridge might be thrown across the Channel without any difficulty should the present good understanding unhappily be broken, which it might be any month in the year, and that in such an event we were powerless for resistance. The noble lord argued at some length for the necessity of calling out our militia as usual for the full period of twenty-eight days, by which course we might reckon upon a force of 50,000 men, if requisite, in case of an invasion, at an expense of only £40,000; and he also contended for the necessity of taking a larger vote than the one already agreed to for the construction of harbours of refuge.—Sir R. PEEL said that this was a subject which, from a sense of public duty, he would not discuss in that house. There was no advantage in displaying to the world the extent of our resources; but he would say this—that if a just war were to call forth the energies of the British nation, there never was a period in which she could make a more powerful demonstration than at the present moment. With respect to harbours of refuge, he was of opinion that they should proceed, as they were proceeding, cautiously. The apprehension of the noble lord somewhat surprised him; for the noble lord was himself ten years in office without being assailed by any fears, although the country was then in a much more defenceless position than at present. With respect to the calling out of the militia, he would only say that he thought, in the present state of society in this country, that the present militia laws were not in any way adapted to it. He did not think that we should be running a race of rivalry, not of commerce and civilisation, but of military display, with France, or any other power, though he admitted that it was a nice point to judge

where the necessity for self-defence terminated.—Sir C. NAPIER said that we were not so defenceless as the noble lord supposed, if it were really true, as he understood it to be, that in addition to 30,000 regular troops in England, we could at any moment call out 50,000 serviceable pensioners, who had fought our battles in the Peninsula and elsewhere.

BUSINESS NEXT SESSION.—The house was then about to resolve itself into committee, when Mr. HUME suggested the propriety of laying down rules for the transaction of business in the next Session of Parliament. He would propose that, as at present, Mondays and Fridays should be left to the Government, while those who wished to talk might be allowed, with great advantage to public business, to talk themselves out on Tuesdays and Thursdays. On Wednesday he proposed that they should meet at twelve, and adjourn at six o'clock, so as to have a partial holiday between the debating nights. In this way he thought they would dispose of more business than they did at present.—Sir R. PEEL said he saw no objection to the arrangement. On the contrary, he believed it would facilitate public business, and it would also afford a relief from the continuous sitting of the house for fourteen hours a day, for five days consecutively—a duty which no man's constitution could stand. Some such arrangement was most desirable.

THE FIRE AT QUEBEC.—The house then went into Committee of Supply. During a discussion upon one of the votes, Sir H. DOUGLAS stated some particulars relative to the late fire in Quebec, which had just reached him. The first fire took place on the 28th of May, and destroyed one thousand six hundred houses, and the second on the 28th of June, and destroyed one thousand three hundred houses. The extent of the calamity could be best ascertained by comparing the amount of loss with the numbers of the population. Quebec was a town containing thirty-five thousand inhabitants, and the loss occasioned by the two fires amounted to £1,250,000. (Hear.) From this it would appear that the calamity was greater in proportion than the great fire of London. He trusted that the liberality of this country would not be appealed to in vain for the relief of the sufferers. (Hear.)

The house sat till a quarter to three o'clock in the morning.

HOUSE OF LORDS.—THURSDAY.

ROYAL ASSENT.—The Royal assent was given, by Commission, to about 60 bills. Among them were the following Railway Bills:—Wear Valley; Aberdeen; Norwich, Brandon, and East Dereham; Bristol and Exeter Extension; London and Birmingham leasing of the West London; South Western Extension; Dundee and Perth; Edinburgh and Northern; Aberdeen; Clydesdale Junction; Scottish Central; Caledonian; Newcastle and Berwick; Hawick and Roxburgh; Liverpool, Wigan, Bolton, and Bury; South Eastern (Tunbridge Wells Branch); Newport and Pontypool; Perth and Forfar; Manchester and Leeds Extension; Manchester, Leeds, Wakefield, Pontefract, and Goole.

THE GREAT WESTERN (DUBLIN AND GALWAY) RAILWAY.—The Earl of BESBOROUGH called the attention of the house to that part of the report of the select committee on the Dublin and Galway Railway Bill, which related to the evidence given by John Stinton. A witness named Robert Parsh was called in and examined upon the subject, after which, the Lord Chancellor said he had not read the evidence, and as it would be difficult to prosecute on the whole of the evidence Stinton had given, perhaps the Noble Earl would point out those passages with respect to which he considered he ought to be prosecuted.—(The Noble Earl conferred with the Lord Chancellor, and pointed out the particular parts of the evidence.)—After some conversation, Lord CAMPBELL explained that the witness could not be prosecuted for perjury, as after being warned he gave the true statement.

STATE OF GREECE.—Lord BEAUMONT brought the state of Greece under the attention of the house, and moved for some papers on the subject.—The Earl of ABERDEEN opposed the motion, which was not pressed.

The house adjourned at eight o'clock.

HOUSE OF COMMONS.—THURSDAY.

The house did not meet to day till four o'clock.

NEW WRIT.—Mr. EWART moved for a new writ for the borough of Kirkcubright, in the room of Mr. B. Murray, deceased.—Ordered.

MR. WRAY AND THE SOUTH-EASTERN RAILWAY COMPANY.—Mr. HAWES gave notice that on Monday next he would bring forward a motion to the effect that it appeared by the report of the select committee appointed to inquire into the allegations of a petition presented to the house by the South-Eastern Railway Company, that Mr. Wray, the Receiver-General of the Metropolitan Police, was, in 1836, a retained and paid agent for a private company, and that he had paid to a member of this house the sum of £300, and that a public servant who had so conducted himself was not worthy of the confidence of the public.

BRAZIL SLAVE TRADE TREATY BILL.—On the order of the day for bringing up the report on this bill being read, Mr. M. GIBSON put some questions upon the subject; in answer to which Sir R. PEEL said, it was true that on Monday last the Brazilian Minister had presented a protest against the measure, but he would not allow that protest to be an obstacle to the passing of a measure, the policy and justice of which were so apparent to her Majesty's Ministers. Sir R. PEEL defended the treaty at some length, and ultimately, the report on the bill was brought up.

BUSINESS OF THE SESSION.—Lord JOHN RUSSELL gave notice that on Tuesday next he would enter into a review of the public business which had been transacted during the session.

THE FIRE AT QUEBEC.—On the motion of the CHANCELLOR of the EXCHEQUER, an address to her Majesty was agreed to, praying for a grant of £20,000 for the relief of the sufferers by the fire at Quebec.

The house adjourned at nine o'clock.

HOUSE OF LORDS.—FRIDAY.

THE DUBLIN AND GALWAY RAILWAY.—The Earl of BESBOROUGH brought up the report of the committee appointed yesterday to consider the propriety of prosecuting John Stinton for wilful and corrupt perjury. The report stated that the committee have considered the subject, and are of opinion that, although it is manifest John Stinton wilfully contradicted himself in the evidence given by him on oath before the select committee on the petition of James Pym, in the Dublin and Galway Committee, yet, on a review of the whole case, they are of opinion that it is not expedient to direct a prosecution.

A number of bills passed through Committee. The Bills of Exchange Bill was read a third time and passed, and the House adjourned at seven o'clock.

HOUSE OF COMMONS.—FRIDAY.

LONDON AND YORK RAILWAY.—On the question that the report on this bill should be brought up, Mr. WARD moved, as an amendment, that the bill be re-committed.—On a division, however, the report was received by 79 to 19.

THE STATE OF GREECE.—Lord PALMERSTON called attention to the state of Greece. He alluded to the anarchy which prevailed there, and said the Constitution which we were bound by treaty to support was virtually destroyed. He said Greece was overrun with robbers, and that the torture had been established there. The Noble Lord then said that Greece had not fulfilled her pecuniary obligations to this country, and contended that whether France and Russia interfered or not, we ought to insist upon the fulfilment of the terms of the treaty. Lord Palmerston did not propose any motion.—Mr. B. COCHRANE took a similar view.—Sir R. PEEL admitted that Greece was indebted to this country, but said it would be unwise to take strong measures unless an urgent necessity existed. As to the alleged interference of the French Minister, Mr. Piscatory, that would form a proper subject for communication with France, but was not a fit topic of discussion in that house. Sir R. PEEL then denied that the influence of this country had been lessened.

The Joint Stock Banks (Scotland and Ireland) Bill was postponed till next Session. The other orders of the day were disposed of, and the house adjourned at eight o'clock.

THE POET CAMPBELL.—Sir Robert Peel has appointed Mr. Archibald Campbell, nephew of the poet, to an office in the Customs, as a token of his respect for the memory of Mr. Campbell.

EAST INDIA HOUSE.—The statue of the late Marquis Wellesley, by Weekes has been removed from the Royal Academy, and is now placed on a temporary pedestal in the General Court Room, preparatory to its being fixed in its destined position.

A GUARD KILLED ON THE GREAT WESTERN RAILWAY.—On Monday night the night guard at the Hanwell station, while sitting on the platform and close to the ladder whence passengers ascend and descend from the carriages, was struck by the iron steps of one of the carriages attached to the 10 o'clock train, and knocked down on the line, the train passing over him. The body was nearly cut in two.

ACCIDENTS ON THE MIDLAND RAILWAY.—About seven o'clock on Monday night, a fatal accident occurred at the railway station at Derby. George Redfern, a porter, was assisting to "shunt" a truck, when the catch on the turn-table by some means did not act, and the consequence was, the truck swung round much further than it ought to have done, and crushed the poor fellow to death. Much excitement and alarm were also occasioned at the station by the non-arrival of the mail train, which was due in Derby at twenty minutes to seven, and which did not make its appearance there till after eight o'clock. It appeared that two mineral trains had come into collision at the Clay-cross tunnel, and occasioned each other much damage. A long time elapsed before they could be removed, and were it not for the very effective signalling along this line, very serious consequences might have resulted. A stoker, who jumped off when he saw that a collision was unavoidable, had one of his legs broken in two places; but he is now doing well.

Earl Somers, it is understood, will be the successor of the late Lord Bateman in the Lord Lieutenancy of Herefordshire, in which county the noble lord possesses extensive estates.

Lord Mahon, it is said, will succeed Mr. Emerson Tennent, as one of the Secretaries to the Board of Control. Mr. E. Tennent will visit Egypt on his way to Ceylon, in the hope of being able to conclude with the Pasha the postal treaty, which has for some time been proposed.

The Provisional Councils of East and West Flanders have voted addresses to the King of the Belgians, complaining of the provisions adopted by the French Customs with regard to the admission of foreign linens, according to a tariff fixed relative to shades and given marks. They strongly declare against these measures.

COUNTRY NEWS.

SUNDERLAND ELECTION.—On Monday Mr. Hudson arrived at Sunderland from York, and addressed the electors at the George Inn. In the course of his speech Mr. Hudson said, "I tell you at once that I am warmly attached to the Constitution in Church and State, believing that it affords the best guarantee for the security of the Throne, and the rights and liberties of the people. (Applause.) But while I am attached to the Constitution in Church and State, I am perfectly ready to give to all parties of her Majesty's subjects the freest and fullest toleration. (Applause.) I am the friend of improvement. I am anxious to see this country progressing in improvement (applause), but I am not a friend of any reckless administration, who, for the mere sake of change, would involve in ruin millions of our fellow-creatures. (Applause.) There are two staple charges against me, which I think it desirable to notice. I am charged with being a railway speculator, and in favour of the corn-laws. To both of those charges, but not exactly in the sense my opponents put it, I plead in some measure guilty. I leave you to say whether the formation of a thousand miles of railway, giving employment to the inhabitants, and developing the resources of the district through which it passes, is or is not beneficial to the country? (Loud cheers.) My opponents talk about the poor. It is all very well to talk about the poor, but I like to act for the poor (loud cheers); and I appeal to you whether my course of conduct has not been such as to give more employment to the poor of England than any other that could be pursued. It is not the poor that are employed directly in the construction of the railway only that are benefited, but the manufacturers of iron, coach-builders, and mill wrights, the owners and cultivators of land in their vicinity, and, indeed, all classes of the community partake of the advantages of the railway system. (Cheers.) I say, therefore, that my opponents preach about the poor, while I give employment to the poor, without which many of them might starve. (Loud cheers.) Away then with the charge of being a railway speculator. I say if results such as the world believes flow from railways, I have been a benefactor to my country. (Applause.) Now, gentlemen, with respect to the corn-laws. What is the burden of the song of the manufacturers? They say they are unable to contend with the manufacturers of Germany and other continental nations, because they have a greater price to pay for labour, arising from the state of the corn-laws; and they want a repeal of those laws to enable them to employ more people at less wages. (Applause and discord, mingled with cries of No, no.) Who says 'no, no'? I say, yes, yes. I look at facts. I do not deal in mere rhetorical flourishes. Let us reason like men, and talk like men, and not deal in mere assertions. I am a supporter of the corn-laws, because I believe they are beneficial to all her Majesty's subjects. My gallant opponent Col. Thompson, has stated the advantages the poor would derive from a repeal of the corn-laws. He draws upon your imagination a vivid picture of the happiness that would exist if the corn-laws were repealed. If I wished to draw upon your imagination, I could draw another picture. I would draw your attention to this—and it is an important fact which they are always ready to shrink from—that a great portion of the land of this country would be thrown out of cultivation. (Hear, and applause.) If it could be shown to me at any time that it would be of advantage to the poor that the corn-laws should be repealed, I would advocate their repeal immediately; but it is from a firm conviction that no such benefits would follow, but, on the contrary, that much injury would ensue to all classes of the community, in which the manufacturers themselves would participate, that I give them my support." (Applause.) Richard Spoor, Esq., then came forward and addressed the assembly. He concluded by calling for three cheers for Mr. Hudson, which were given in true British style. Mr. Hudson and his friends immediately commenced an active canvass, which was prosecuted throughout the day with most signal success.

THE STEWARTRY OF KIRKCUDBRIGHT.—Mr. M. C. Maxwell, of Terregles, has been requested by a numerous body of the electors to come forward as a candidate to represent the Stewartry of Kirkcudbright in Parliament, and he has consented to do so.

THE CROPS.—We are happy to find, from the provincial papers and our private letters, that at present little damage has been done to the crops, and that the harvest is already begun in several of the home counties.

FEARFUL ACCIDENT IN WESTMORELAND.—On Sunday week an accident of a truly terrific character occurred to Mr. George Graham, of Mabin-hall, his wife and daughter, and the infant child of the latter, while returning in a shandy, from Caton, near Lancaster, to Heversham. While stopping to pay the toll at the penny toll bridge, which stands at an immense height over the river Lune, the horse suddenly became restive and ungovernable, and, to the horror of the party, backed the shandy to the brink of an awful precipice. There was time for nothing but a sensation of inconceivable horror before the horse, vehicle, and passengers were tumbled over the height to the depth of 27 feet. In falling, the shandy came in contact with a projection of earth which jutted out at the depth of six feet, when the whole of the party were thrown out of the vehicle by the shock, to the bottom, and the horse, with the shandy, was thrown backwards, feet upwards, and appeared to be flying in the air. The animal was projected a considerable distance, and was killed on the spot, but Mr. Graham and his family found themselves uninjured by the fall. The baby, a little girl not six weeks old, was picked up at some distance from its mother, among the pebbles, and the child's little bonnet was nearly torn to pieces. The escape, altogether, was almost miraculous.

FATAL ACCIDENT AT BIRMINGHAM.—On Monday evening an inquest was held before the borough coroner, to inquire into the cause of the death of Mr. Benjamin Myatt Harlow. It appeared from the evidence that deceased was an extensive brass-founder and clock material maker, living at Ashbourne, in Derbyshire. On the night of Friday week the deceased was seen coming along Great Hampton-street, playing with the whip on the back of a mare which he was driving, and she being a very spirited animal, set off on full gallop, and went at the rate of about 25 miles an hour. She got clear of every vehicle on the road until she arrived in Snow hill, where she ran the gig with great violence against an omnibus, and threw the unfortunate gentleman out of the gig with his head foremost to the ground. He was dragged several yards on the pavement by the reins, with which he had become entangled, and thus received injuries from which he died. The jury returned a verdict of "Accidental death," and a deodand of one shilling on the gig, which is the property of his brother-in-law, Mr. Barnes, of Liverpool.

INCENDIARISM NEAR FAVERHAM.—On Thursday night week, a fire broke out on the farming premises of Mr. G. Morgan, at Macknade, near Faverham, the result of which was the total destruction of a barn, upwards of one hundred feet in length, and various other outbuildings, lodges, &c. A hunting-horse, said to be worth 100 guineas, which was loose in the head of the barn, fell a sacrifice to the flames. A long shed with slated roof, was on fire, and with its contents, almost entirely destroyed. The family residence was within three yards of the range of buildings, and must have taken fire but for the continued playing of the engines. The stables were fortunately preserved. The buildings, as well as the stock, were insured.

IRELAND.

RESIGNATION OF THE UNDER SECRETARY.—Mr. Lucas, the Under Secretary for Ireland, has resigned his office. The causes that have induced Mr. Lucas to resign at this moment are not, it appears, clearly ascertained. It is pretty well understood that this is the third occasion on which Mr. Lucas has tendered his resignation. Mr. Lucas has probably been moved to send in his resignation on this occasion by the unfavourable state of his health. The resignation of Mr. Lucas has been accepted by Sir R. Peel, and the letter conveying that resignation was received at the Castle on Saturday last. The appointment thus vacated is not yet filled up.

MR. O'CONNELL AT GALWAY.—Mr. O'Connell arrived at Galway on Sunday, when he was received with the same enthusiasm as at Wexford. On Monday there was a meeting, at which, in the course of a speech on the usual topics, he said—"I have spent a most delightful week since Sunday last. I have been on the eastern shores of Ireland. I have heard the waves of the Irish Channel as they beat against the Wexford coast. I have heard the thrilling shouts of 200,000 Wexford men, who replied to the roar of those waves in a spirit and with a voice more majestic—more awful—more like the thunder of the heavens, declaratory of their determination to be free. (Cheers.) Thank Heaven, on the western shore, with the waves of the Atlantic sounding in my ear, I listen to shouts of similar import; and, having come to the extreme of the west, I hear the same cry for Ireland and liberty. (Cheers.) I had already traversed the country from north to south, from Dundalk to Cork—I have now traversed the country from east to west, from Wexford to Galway, and I find but one sentiment pervading the Irish mind—that is, a firm determination to have the Irish Parliament restored, and the Union repealed." (Cheers.) Mr. O'Connell subsequently told his hearers that he only wished to live to see that object effected.

UNCERTAINTY OF LIFE.—On Tuesday evening, Mr. Wm. Payne held an inquest at the workhouse, Mint street, St. George's, Southwark, on the body of John Enchmarch, aged thirty-seven, a stereotypicaster, of Union-street, Southwark. The deceased, on Saturday night, was proceeding along the Southwark Bridge-road, when he was seized with violent pain in the chest, and a difficulty of breathing. He entered a chemist's shop, and having obtained a draught, he was taken to a surgeon's in the neighbourhood, where he was bled, but he died, soon afterwards, from a spasmodic affection of the heart. Verdict, "Natural death by the visitation of God."

ATTEMPT TO ASSASSINATE PRINCE ALBERT'S GAMEKEEPER.—An attempt was made a few days ago to take away the life of Mr. Turner, son of Mr. James Turner, head gamekeeper of his Royal Highness Prince Albert. It appears that Mr. Turner, who has charge of the young pheasants in Repley Farm, near Bagshot, was fired at about two o'clock in the morning from behind a watch box, adjoining to which a vast quantity of birds are kept, with a gun containing three bullets, one of which struck him on the third finger of the left hand and shattered it to pieces. No person was seen about the premises during the night; and the only reason that can be assigned for the outrage is, that Mr. Turner on a late occasion took active measures in prosecuting persons for selling pheasants' eggs which had been stolen from his Royal Highness's preserves; and the attempt to take away his life must have been made by a person well acquainted with the place. The police are in possession of such facts as may shortly lead to the apprehension of the offender.

CELEBRATION OF THE FÊTES OF JULY IN PARIS.

The anniversary fêtes of the "three glorious days" have been celebrated this year in Paris with rather more theatrical display than usual. Tuesday, the last of the "three days," presented the most remarkable features. Salvoes of artillery were discharged at the Hotel des Invalides at six o'clock in the morning and at six in the evening. Military pantomimes were performed at the two theatres, from two o'clock till six at night, in the square of the Champs Elysées. A huge pole (the *Mât de Cocagne*), ornamented with six prizes, was raised in the centre of the square. Four orchestras for dancing were prepared. At the Barrière du Trône there was a theatre for pantomimes and another for tumbling and rope-dancing, two orchestras for dancing, and a pole with prizes. At eight o'clock in the evening there were pyrotechnics. The Grand Square, the Grand Avenue of the Champs Elysées, the Avenue d'Antin, the Place de la Barrière du Trône, and all the public edifices were grandly illuminated. At three o'clock there were boat-races and other nautical diversions on the Seine, between the Pont Royale and the Pont de la Concorde. A grand concert was executed in the gardens of the Tuileries at seven o'clock in the evening. At nine o'clock the Pont de la Concorde and the Pont des Invalides were illuminated—the craft garlanded and illuminated. The banks of the Quai d'Orsay, from the Pont Royale to the Pont des Invalides, were ornamented with obelisks illuminated and banners with the national colours. At the same hour there was a grand demonstration of fireworks from the Quai d'Orsay.

The fountains in the Place de la Concorde played in the course of the day, and as usual were a source of great attraction.

On Tuesday, in consequence of the fêtes, the Exchange and the public offices were closed.

On Monday, funeral services were performed in all the churches in the capital and the neighbourhood, in honour of the victims who fell during the struggle. In the church of St. Paul, in which parish the Column of July is placed, a special service was celebrated, which was attended by the Prefect of the Seine, the Commandant of the National Guard and his staff, General Sebastiani (the commandant of the First Military Division), General Aussick (the commandant of Paris), with the higher officers of the whole of the garrison of Paris. The Column of July was hung with crape, and the flags on the public offices were all hung half-mast high during the day.

The *MAT DE COCAGNE*, or pole, which is climbed for prizes, of course was a great object of attraction with the honest *bourgeois* of Paris. Most of our readers are probably aware that the struggle for prizes is carried on by means of a high pole fixed in the Champs Elysées, and the prizes, which generally consist of a watch and some articles of jewellery, are placed at the top of the pole. The pole is well soaped or greased, particularly near the top, so that it is a very difficult matter to attain the summit. Some of the cunning competitors fill their pockets with sand to neutralise the effects of the grease. Sometimes one man mounts on another's shoulders, and they thus render each other mutual assistance to gain the summit; but the moment a slip takes place, it is impossible to maintain a hold of the pole, and down comes the competitor amidst the jeers of the multitude. It is only by dint of perseverance, and from the number of persons who have climbed, that the greasy substance wears off, and the summit is gained. This event is usually announced by a tremendous *fanfare*; and there is, perhaps, scarcely any occasion upon which a more boisterous expression of the genuine gaiety and fun of the French populace is exhibited than at the result of the important struggle at the *Mât de Cocagne*.

The papers, of course, take advantage of the occasion of these fêtes to review the history of 1830. Upon one side we have a picture of peace, plenty, and security; upon the other a lamentation somewhat discordant, for the choristers are rabid Republicans, unforgiving Legitimists, and violent Napoleonists. The state of the weather has been pressed into the service

of philosophers, who would be shocked at the supposition that they were superstitious. The *Courier Français* sings, in the style of Ossian—"The sun of July, that once beamed with promise over Belgium, Italy, and Poland, now hid behind a cloud, ashamed of the degeneracy of France." "As if to spoil this fine burst (says a Paris letter of Tuesday), the sun shone out very respectably at eleven o'clock, and gave promise of a return of fine weather."

RELIC OF NELSON.—It appears that the coat and waistcoat worn by Nelson at Trafalgar (and engraved in our Number of last week), together with his cocked hat, and several other articles of his property, were detained for some years, for the debt of £120, under the following circumstances:—The late Alderman Jonathan Joshua Smith was executor of Lord Nelson with Lady Hamilton, and, prior to his death, goods sufficient to fill six crates (amongst which were the coat, hat, breeches, &c.) were placed in the Town Hall, Southwark, under the care of Mr. Kinsey, the chief officer, and who now attends the aldermen at the Central Criminal Court. Kinsey was Alderman Smith's confidential servant for a number of years, and to him £120 was owing at his master's death. Application was made to the Court of Aldermen by some members of the Nelson family for the restitution of the property. After a long discussion Alderman Lucas consented to act as the arbitrator between the family and Kinsey, and £30 was paid to the latter in satisfaction of his claim; upon this the things were re-packed and sent to Mrs. Smith, at Heron-court, Richmond, in whose possession they remained until the purchase was made of the coat by Prince Albert.

SAFETY OF RAILWAY TRAVELLING.—Since the opening of the London and Birmingham Railway throughout, in September, 1838, upwards of 5,000,000 persons have travelled upon the line. These persons have each, on the average, travelled over 65 miles of the railway. This shows the number of miles travelled to be 325,000,000. With this enormous amount of work done on the London and Birmingham Railway, one passenger only has been killed upon the line. It was observed by Mr. Wakley, at an inquest held by him on Saturday last, to be "a singular fact, that during the six years he had filled the office of coroner, although 15 miles of the Great Western, and 14 miles of the London and Birmingham lines of railway passed through his district, he had not held an inquest on a passenger who had met his death on a railroad. During the same time he had held several inquests on passengers by stage coaches—a fact which showed the superiority of railway travelling."

LIVERPOOL AND MANCHESTER RAILWAY.—The proprietors in this railway company held a special general meeting at Liverpool on Wednesday for the purpose of declaring a dividend for the half year ending June 30, out of the clear profits of the undertaking. The report stated that there had been an increase of gross receipts in each department of traffic, as compared with the corresponding period of last year; the number of miles run by the engines in the six months had been about 60,000 more than in the previous half-year. The receipts amounted to £134,124 11s. 5d., and the expenditure to £65,610 9s. 1d., leaving a net profit upon the half-year of £68,514 2s. 4d. To this was added a surplus balance on the 31st of December last of £15,099 6s. 9d., thus making a disposable sum of £83,613 9s. 1d. The directors recommended a dividend of £5 upon the half-year, which would absorb £73,144 10s., and thus leave a balance of £10,469 19s. 1d. to be carried to the next half-year's account. The report was confirmed, and the resolution for the dividend unanimously carried.

A DOG KILLED BY BEES.—On Tuesday week a dog belonging to Mr. Thompson, Back Sandholes, Paisley, which had been chained in the garden, for the purpose of watching it and some bee-hives, had snapped at a few of the bees that were humming about him, and killed some of them. As is the usual practice with these busy insects, the whole swarm turned out to revenge the death of their fellows. The dog was accordingly attacked by the humming tribe in hundreds, and so unmercifully punished for his temerity, that he died in the course of the afternoon. On examining the dog after death, it was found that 69 of his tormentors had fixed their stings in one ear.

NEW STOCK EXCHANGE AT LIVERPOOL.—A new Stock Exchange was opened in Liverpool on Monday week, in a large room of the extensive premises, in Moorfields, recently occupied by the British Hotel. The members of the new association commenced business with great spirit and energy, and the transactions of the week have been, considering the infancy of the concern, tolerably numerous. The lists of current prices and of the daily sales have been duly issued, and have exhibited a very fair amount of operations, particularly in that description of stock that has been most popular in the market. The new association has received the designation of the Royal Stock Exchange. The rates of commission are the same as those in the elder association.



THE MAT DE COCAGNE.



PLACE DE LA CONCORDE, PARIS.

FASHIONS FOR AUGUST.

(Abridged from the "London and Paris Ladies' Magazine of Fashion.")

Shot silks have become so common, that plain colours are now considered more elegant; stripes are still fashionable. Redingotes and peignoirs are the favourite style, the material and form alone distinguishing the *négligé* from the *toilette*. For young ladies, instead of redingotes, robes of coutil, or plain foulard, embroidered in wide braid; gimp is more worn than ever, and equally applied to dresses of coutil as taffetas d'Italie: it harmonizes well with the buttons so much used: narrow ceintures, with small buckles and long ends are reappearing; for the sea-side and country wear, foulards écus are much in request, with deep flounces, festonnés in the same colour, the bodies very high, but open in front, and chemisette embroidered or plissé.



FASHIONS FOR AUGUST.

As jackets continue to be used with some dresses, they have been introduced to put on and off at pleasure, thus entirely changing the style of a dress, and forming two different toilettes. Leghorn bonnets continue as ever the favourites of the Parisian ladies; they are ornamented with three tips of feathers, termed panaches, or a single ostrich feather laid flat across. The Pamela bonnets are not very generally adopted, but the small bonnets are expected, ere long, to yield to them; the form is spread, and rounded at the ears; they are made in paille de riz, crape lined with pink gauze, or tulle bouillonné.

Mantelets écharpes are often preferred to the real mantelet, being smaller both in the pelerine and ends. Mantelets écharpes are pretty of white poulte de soie, trimmed round with a new kind of lace fringe, the long ends forming three folds, which are fixed, and straight down from the waist.

Caps are all small in form, and very few have brides, though some have long lappets, but the majority are rounded.

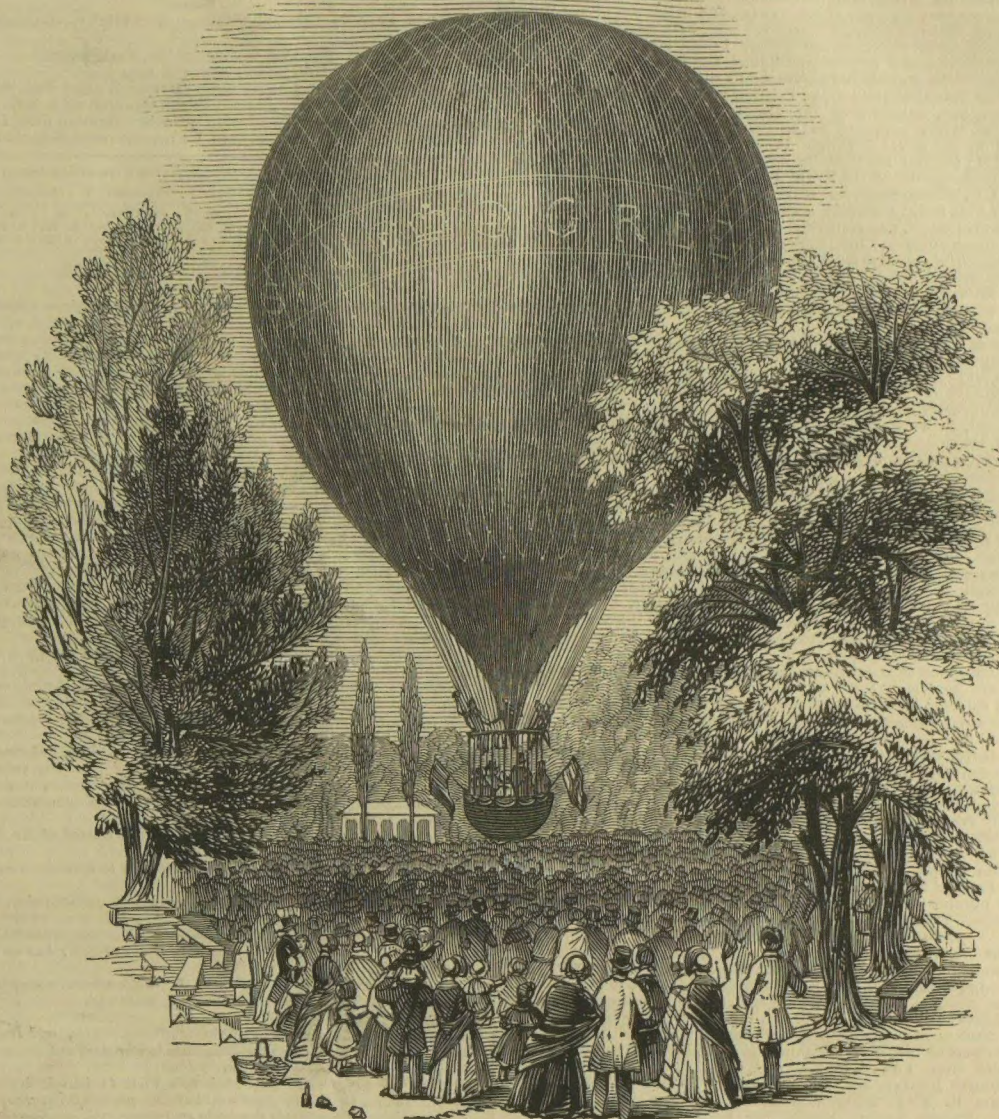


FASHIONS FOR AUGUST.

The Pamela cap is with embroidered crown, tied with a single nœud, and long ends, on each side three rows of clear Mechlin lace, or a single wide one, which serpentines over the forehead, and turning round the head, is tied at intervals with choux of gauze of two colours.

FUNERAL OF LORD CANTEBURY.—On Monday, the remains of the late Viscount Canterbury were removed from Southwick Crescent for interment in the family vault at Addington, near Croydon. The mournful cavalcade consisted of a hearse drawn by six horses, preceded by mutes on horseback; six mourning coaches, each drawn by four horses; and followed by the carriages of several of the nobility and gentry, friends of the lamented deceased. The first mourning coach contained the present Viscount Canterbury, the Hon. H. Manners Sutton, Under Secretary of the Home Department (sons of the late Viscount), Lord Manners and Mr. Sanderson, M.P., and Captain Powison (son-in-law), who attended as chief-mourners. The other carriages were filled with the private friends and distant relatives of the late Viscount. The coffin is of solid mahogany, and covered with rich crimson velvet. It bears the following inscription:—"Charles Manners Sutton, First Viscount Canterbury, Lord Battersford, P.C., G.C.B., LL.D., died the 21st of July, 1845, aged sixty-five years." The remains of his Lordship were interred in the same vault at Addington with those of his father, the late Archbishop of Canterbury. Lady Canterbury still remains at Teignmouth. Her Ladyship is not sufficiently recovered from her indisposition to return to town.

WILL OF THE LATE JOHN MARSHALL, ESQ.—The will of the late John Marshall, Esq., of Hallsteads, in the parish of Greystoke, Cumberland, has been proved. His personal property within the province of Canterbury is sworn under £160,000. He appoints his sons, William Marshall, Henry Cowper Marshall, and James Garth Marshall, his executors. Bequeaths to his wife an annuity of £3000 for her life, and a legacy of £60,000 absolutely. To his daughter, Lady Montague, a legacy of £20,000, and a like legacy of £20,000 to each of his other married daughters, and leaves to each of them a large share from the residue of his personal estate. To his daughter Ellen £30,000, and large pecuniary bequests to others of his family, and legacies to his servants. The freeholds and surplus residue to his sons. To his eldest son, William, he leaves the mansion at Hallsteads, as well as all his securities and stock in Pennsylvania and Ohio. The will was made on the 19th of October last, with a codicil written at the foot thereof of the same date.



ASCENT OF MR. GREEN'S BALLOON, ON MONDAY LAST.

ASCENT OF THE NASSAU BALLOON.

On Monday evening, Mr. Green made a very beautiful ascent in his monster Nassau Balloon, from the grounds of Cremorne House, Chelsea, which were crowded with company to witness the spectacle. There was on the occasion of this ascent some novelty to attract the spectators and to amuse them. In addition to Mr. Green, to Lord George Beresford, and an officer of the 1st Regiment of Life Guards, to one or two other gentlemen, and to Mrs. Green and another lady, there was amongst the "intrepid aeronauts" the celebrated Mr. Thomas Matthews, the Clown of Drury Lane Theatre, who immediately before the ascent favoured his companions in the car, and the thousands of persons who surrounded it, with the favourite ballad of "Hot Coddins." Mr. Matthews was equipped in full theatrical costume; the rest of the party in clothes more appropriate for an aerial trip. The ascent was a fine one; it took place shortly before 7 o'clock, the wind blowing lightly from the west. On its departure from Cremorne Gardens, the balloon was carried east by north, and passed over Chelsea Hospital, the new Bridewell, and the Middlesex end of Westminster-bridge. It subsequently went directly over the Post-office, going towards Haggerstone, Dalston, and Clapton, over Stamford-hill, towards the reservoir of the New River. The sudden change of temperature, which place in a space of about four minutes (the altitude having varied from between 1000 or 2000 feet to 6500) produced a sudden shivering in the aeronauts. After being in the air about two hours and twenty minutes, the balloon was safely landed in a large marsh, at Tottenham, near the residence of Mr. H. L. Small, a director of the Northern and Eastern Counties Railway. Mr. Small and his family hospitably received the adventurous company. When at a height of about 3000 feet, Mr. T. Matthews, upon being requested, sang a new comic song, called "Pigs' Petticoats," which was rapturously encored.

VISIT OF THE KING OF HOLLAND TO QUEEN VICTORIA AT OSBORNE HOUSE, ISLE OF WIGHT.

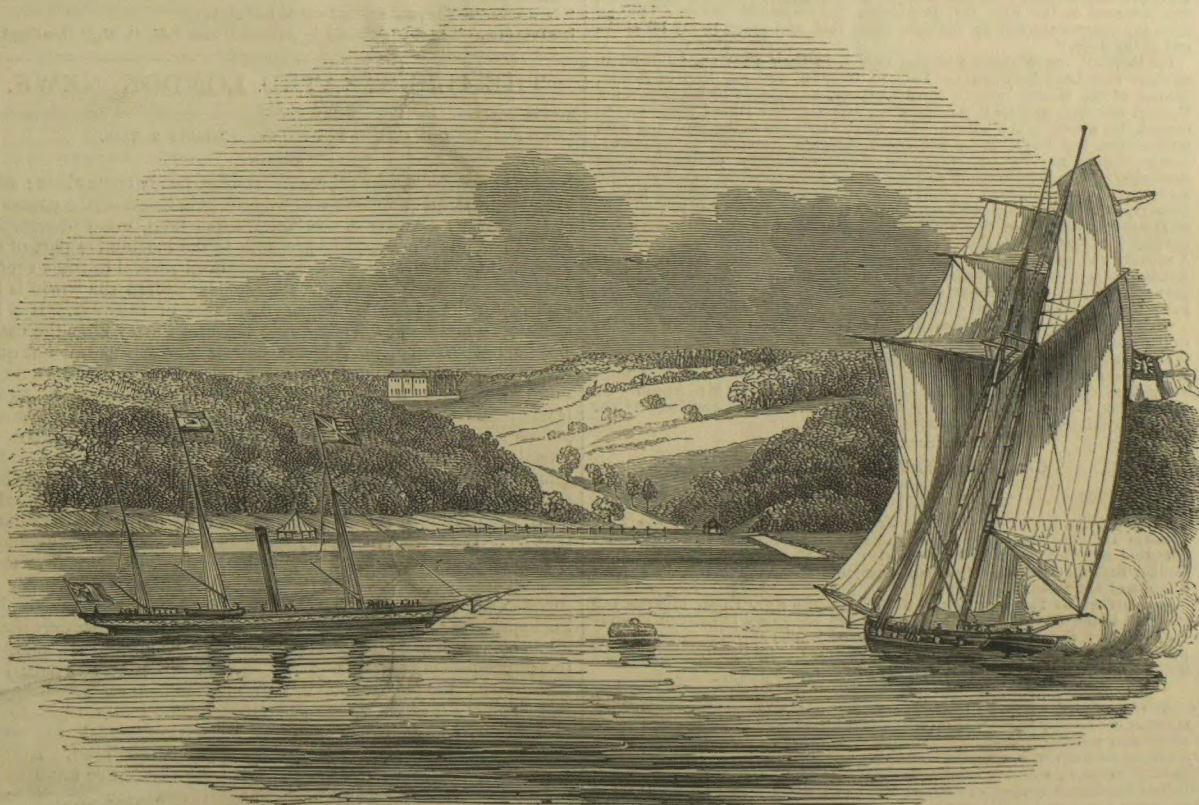
(From our own Correspondent.)

On Friday last, about half-past twelve, her Majesty's steam tender yacht, the *Fairy*, got under weigh from Cowes Roads and proceeded to Mede Hole for the purpose of conveying his Royal Highness Prince Albert to Portsmouth, to receive his Majesty the King of Holland, on his arrival at the Clarence Yard.

A little before three o'clock, his Royal Highness embarked in the *Fairy*, and the yacht immediately hoisted at the mainmast head the Prince's private standard, which was quartered with the Royal arms; the yacht then got under way, and proceeded direct to Portsmouth Harbour. There being no men-of-war lying at Spithead, no salutes were fired until the arrival of the *Fairy* off the Platform Battery, when its artillery, at about half-past three, poured forth a salute of twenty-one guns, which was immediately followed by salutes from her Majesty's ships *Victory* and *Excellent*; the former manned yards on the occasion, but did not dress ship, as on previous occasions.

On the *Fairy* arriving in Portsmouth Harbour, the engines were stopped when the yacht was near to the Royal Yacht Squadron cutter *Intrepid*, the property of his Grace the Duke of Beaufort; his Royal Highness thereupon embarked in the commander-in-chief's barge, with Commander Lowe, of the *Excellent*, and Acting Flag-Lieutenant Triscott on board, and, steered by the former officer, proceeded on board the *Intrepid*, and shook hands most cordially with the Duke and his family, who were on board. His Royal Highness, after remaining some little time on board the yacht, again embarked in the barge, and proceeded to Clarence Yard, to await the arrival of the King of Holland. His Royal Highness landed at the Clarence Yard about four o'clock, where a guard of honour of the 37th regiment, under the command of Major Gilbert William Franklyn, Captain Lewis, Lieutenants Hobson and Pelly, and Ensign Cator bearing the colours of that regiment, were drawn up and presented arms, the band playing the national anthem.

At ten minutes past four, his Majesty the King of Holland arrived at the



ARRIVAL OF THE KING OF HOLLAND AT OSBORNE HOUSE, ISLE OF WIGHT.

Gosport terminus of the South-Western Railway, accompanied by M. Dedel, the Dutch ambassador extraordinary and minister plenipotentiary; his Excellency M. Band, minister of the colonies; Lieutenant Baron Mallet Carroon and the Count Bylandt, his Majesty's aide-de-camps; Earl of De La Warr, lord chamberlain to the Queen; and Viscount Starneden, lord in waiting, and the Hon. Captain Hood, groom in waiting to the Queen.

His Majesty was received, on alighting from the carriage, by Major General the Hon. Sir Hercules R. Pakenham, K.C.B., the Governor (with whom his Majesty very cordially shook hands), and by several of the Directors of the South-Western Railway Company; also, by a guard of honour of the 8th Regiment, under the command of Major Longfield, Captain Greathed, Lieutenants Dickinson and Baynes, and Ensign Baynes bearing the colours of the regiment. His Majesty having inspected the guard of honour, then, accompanied by his suite, entered the carriages which were in waiting for their reception, and, preceded by the Major General on horseback, and Town Major, W. White, advanced to the Clarence Yard, where his Majesty was received by his Royal Highness Prince Albert, Lord Adolphus Fitz Clarence, G.C.H., Captain Moubray, of her Majesty's ship, *Victory*, Captain Carter, the Superintendent of the Royal Clarence Yard, J. Town, Esq., and T. T. Grant, Esq., Storekeepers, and several other distinguished officers.

The King and his Royal Highness walked up the stage together, followed by their respective suites, and embarked at thirteen minutes past four in the barge of the Commander-in-Chief, under salutes from her Majesty's ships *Victory* and *Excellent*; as also from the Platform Battery, when his Majesty introduced his suite to Prince Albert, a similar honour being also paid by the Prince to his suite. On arriving on board the *Fairy*, the Dutch standard was hoisted at the mainmast of the yacht, and Prince Albert's flag was hoisted at the fore.

The *Fairy* was again in motion, and as she proceeded out of the harbour, the Royal party were cheered by the men on the yards of the *Victory*. At half-past four o'clock the yacht was out of Portsmouth harbour, and proceeded direct for Mede Hole, off which the yacht arrived at five o'clock. His Majesty and the Prince, accompanied by their suites, embarked in the Royal barge, and, in about ten minutes afterwards, landed at the pier, or jetty, on the beach. The whole of the Royal party then entered her Majesty's carriages, which were waiting for their reception, and proceeded to Osborne House.

As the *Fairy* steamed into the bay, the R.Y.S. schooner *Camilla*, T. Hallifax, Jun., Esq., was, under all canvass, proceeding to Cowes, with a light breeze from the eastward; the yacht was immediately luffed round, with her head to the shore, and hove to (with her head sails aback); a Royal salute was fired from the yacht, the R.Y.S. ensign and barge being at the same time lowered. The *Camilla* then proceeded to Cowes.

Lord Aberdeen, the Secretary of State for Foreign Affairs; the Earl of Jersey, Master of the Horse; and the Marquis of Exeter, Groom of the Stole, landed at Cowes at four p.m., from the *Ruby*, one of the Southampton Royal Mail steamers, and proceeded to Osborne House, to be in attendance on his Majesty the King of Holland.

During the afternoon H.M. steamer *Comet* arrived in Cowes roads, from Portsmouth, with the band of the 8th Regiment, and were landed at East Cowes. This splendid band was sent over by command of her Majesty, to perform at the entertainment that evening given at Osborne House, to the King.

The Royal party, with their distinguished suites, sat down to dinner at eight o'clock, and the band performed on the lawn fronting the mansion until past midnight, when they were dismissed by her Majesty and the Prince.

His Majesty and suite slept at Norris Castle, the seat of Robert Bell, Esq., who had kindly vacated the Castle for the reception of his Majesty and suite during their brief sojourn on the island.

The following morning, Saturday, the *Fairy*, at a quarter past ten, got under way from Cowes Roads, and shortly afterwards was followed by the Royal yacht *Victoria* and *Albert*, and proceeded to their moorings off Mede Hole, for the purpose of receiving on board Her Majesty and the Prince with their august visitor and suite, and proceeded on an excursion to the westward.

At noon the Royal party embarked from the pier at Mede Hole, in the Royal Barge, and proceeded on board the *Victoria* and *Albert*, when the Royal Standard of England and the Royal Standard of Holland were hoisted together at the main on board the Royal yacht, which then immediately got under way, followed at a short distance in the wake by the beautiful little *Fairy*, steam tender—at seven minutes past twelve the Royal yacht entered Cowes Roads, passing inside of the shipping, when a Royal salute was immediately fired from Cowes Castle, and also from the Royal Yacht Squadron House Battery on the Parade—the Royal standard being hoisted at the R. Y. S. Semaphore on the occasion. As the Royal yacht passed through Cowes Roads, the following R. Y. S. yachts manned their yards and rigging, viz:—*Fleet*, schooner, Sir B. R. Graham, Bart.; *Camilla*, schooner, Thomas Hallifax, Jun., Esq.; *Georgiana*, schooner, Captain Lyons; *Pearl*, cutter, The Marquis of Anglesey; *Sparrowhawk*, cutter, Thomas Hallifax, sen., Esq.

The *Fleet* at the same time got under way, and proceeded to the westward. His Royal Highness Prince Albert and his Majesty the King of Holland, attended by Lord Adolphus Fitz Clarence, were observed on the larboard paddle-box admiring the beauty of the locality, which, graced as it was by numerous yachts and shipping, afforded to the Royal party. On passing Cowes Castle both his Majesty and the Prince repeatedly took off their hats and respectfully acknowledged the compliment shown to them. The gallant Marquis of Anglesey was on the platform of Cowes Castle and was recognized by his Royal Highness when passing.

The Royal yacht having passed Cowes Castle, his Majesty and the Prince descended from the paddle-box and proceeded to the Queen, who, with Lady Portman, the Lady in Waiting, and other distinguished personages, was in conversation on the starboard platform or bridge erected for her Majesty's accommodation. The yacht proceeded in shore as far as Egypt, which enabled the Royal party to view the beautiful scenery of the cliff, with its detached villas peeping, as it were, out of the luxuriant foliage which almost envelops them, and was then steered over to the north shore towards "Lepe," and approached that coast as near as the depth of water would permit, from whence the yacht bore up to the eastward, and, having rounded Calshot Castle, entered the Southampton water, and, after viewing the beautiful scenery on either side as far as Netley, returned to Osborne about a quarter past one o'clock, where the Royal and illustrious personages partook of refreshment, and, at about three o'clock, his Majesty and suite, accompanied by the Prince, proceeded in the *Fairy* to the Royal Clarence Yard, where his Majesty was received with similar honours which attended his arrival, and left by special train for the terminus at Vauxhall.

The *Fairy* returned about five o'clock to Mede Hole.

The *Comet* steamer arrived from Portsmouth during the afternoon, and conveyed the band of the 8th Regiment on its return to Portsmouth.

On Saturday afternoon her Majesty rode out on horseback in the neighbouring grounds of Osborne.

On Sunday her Majesty, accompanied by the Royal children and their attendants, took an airing on the beach at Osborne, and afterwards, accompanied by his Royal Highness the Prince, Lady Portman, and their suite unexpectedly attended the morning service at Whippingham Church, where an impressive sermon from the 12th chapter of Daniel and the 13th verse, was preached by the Rev. Mr. Protheroe, the respected rector:—"But go thou thy way till the end be, for thou shalt rest, and stand in thy lot at the end of thy days."

On Monday, her Majesty and the Prince, in their phaeton, followed in another with Lady Portman, the Lady in Waiting, and the Earl of Jersey, Master of the Horse; also a third carriage, containing Colonel Bouverie, Colonel Buckley, and G. E. Anson, Esq., left Osborne House about eleven o'clock, for a tour in the island. The three carriages being provided with post-horses, the Royal party proceeded through Newport, to Appuldurcombe, thence to Ventnor, where the Royal suite took refreshments, at Keatley's Hotel. Her Majesty and the Prince proceeded on a visit to "St. Lawrence," and sojourned a short time at the cottage of Captain Dudley Pelham, son of the Earl of Yarborough, Commodore of the R.Y.S., and afterwards returned to the hotel, where a relay of post-horses was procured. The Royal pair, followed by their suite, took their departure from Ventnor, and proceeded along the Undercliff to Shanklin, returning over Ashley Down to Osborne House, where the Royal party arrived about half-past six o'clock. The weather was extremely fine, which enabled the Royal party to enjoy, in their open carriages, the beautiful scenery of the island.

On Tuesday the Queen, Prince, and Royal children, took riding exercise in the grounds of Osborne till ten o'clock. The Queen returned to the beach, and sketched from the marquee erected near Mead's Hole. The Royal dinner party consisted of the Queen, Prince Albert, Lady Portman, Lady Hardwicke, Lady Lytton, Colonel B. Kebley, and Mr. Anson. On Wednesday the weather was very unfavourable; neither her Majesty nor the Royal children left Osborne house.

CHURCH, UNIVERSITIES, &c.

OXFORD.

July 25.

This day the Rev. Henry George Joseph Parsons, M.A., and the Rev. William Balfour, B.A., probationary Fellows of Magdalen College, were admitted actual Fellows of that society; and at the same time Mr. John Walker Knight, of the County of Northampton, was nominated and admitted a Demy of the same College.

PROMOTION OF THE REV. HUGH McNEILE.—The Rev. Hugh McNeile and the Rev. Hugh Stowell have been appointed Honorary Canons of Chester Cathedral by the Lord Bishop of the diocese. The appointment is viewed as indicating the bishop's approval of the course the rev. gentlemen pursued with regard to the Maynooth question.

A WIFE SHOT BY HER HUSBAND.—About six weeks ago, we gave an account of an occurrence which created considerable excitement at Durham. Louis Henry Gould, the Superintendent of the Durham Police, in a fit of jealousy, shot his wife, who died a few days afterwards. The Coroner's jury gave a verdict of wilful murder. Gould was tried at Durham, on Tuesday, before Mr. Baron Rolfe. The commission of the act was fully proved, but evidence was given that the prisoner had received a wound in his head during the pitmen's strike, which affected his reason, and the jury acquitted him on the ground of insanity.

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CALENDAR FOR THE WEEK.

SUNDAY, August 3.—Eleventh Sunday after Trinity.—Columbus first sailed for America, 1492.
MONDAY, 4.—St. Dominic, founder of the Black Friars.
TUESDAY, 5.—Printing presses licensed, 1799.
WEDNESDAY, 6.—Transfiguration.—German Empire diss. 1806.
THURSDAY, 7.—Name of Jesus.—Queen Caroline died, 1821.
FRIDAY, 8.—Riot Act passed, 1715.—George Canning died, 1827.
SATURDAY, 9.—Isaac Walton born, 1593.—Accession of Louis Philippe, 1830.

HIGH WATER at London-bridge, for the week ending August 9.

Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
2 47	3 2	3 18	3 55	4 39	4 5
4 20	4 38	4 55	5 11	5 29	5 49

TO CORRESPONDENTS.

"Box," Isle of Man.—There is a multiplicity of opinions respecting the full age or natural life of trees. The oldest tree in the world, of which there is any record, is a cypress in Lombardy, of the age of 1881 years. There are oaks in the New Forest of date anterior to the Conquest; and a Sherwood tree has been felled of the age of 706 years. Mr. M'William, a practical authority, in his "Essay on Dry Rot," states that many trees might be mentioned, in this and other countries, which bear sufficient testimony of their being far above 1000 years old. The elm acquires its full growth in about 150 years, but will live 600 or 700 years. The yew and the cedar are, unquestionably, two of the longest lived trees.

"Angler," Ballyhannon; "A Subscriber," Liverpool.—The reply to "A Constant Reader," Inverness, in our last No., should have been, "A person born January 2, 1800, would be of the 18th century."

"E. P.," Brighton.—The West London Institution for Asthma and Consumption is at 83, Wells-street, Oxford-street. The physicians are D. W. Wilson and Sir James Eyre, M.D.; surgeons, Mr. Carter and Mr. B. Travers, F.R.S.

"A Subscriber," Wimborne, may obtain all documents issued by the Royal Agricultural Society of England, at their office, 2, Cavendish square.

"A Subscriber," Bristol.—The town address of the Marquis of Westminster is Lower Grosvenor-street.

"A Subscriber," Warrington.—Miss Angela Burdett Coutts is under the age of thirty-five. She was born April 25, 1814.

"Semper Vobis."—David Leslie, who so greatly contributed, as Lieutenant-General of the Horse, to the defeat of the Royal army at Marston Moor, was the same David Leslie who was created, after the Restoration (August 31, 1661), Baron Newark.

"G. E. A.," Dublin.—We have received the pamphlet, but cannot interfere.

"A Lady."—From 130 to 150 boys are admitted annually into Christ's Hospital; the age of admission is from seven to ten years, and the mode is by recommendation of a governor, or the order of the committee and treasurer, signed by the chief clerk.

"Hampshire."—The Ordnance maps may be purchased of Mr. Wyld, Charing-cross.

"J. B. P."—We fear that we shall not be able to include in our Illustrations the cartoon suggested.

"A Glasgow subscriber" may receive our paper on Saturday, by applying to Mr. M'Leod, news agent.

"A Constant Correspondent."—"To be drunk on the premises" is correct.

"J. C." Westbourne Grove, is thanked for the sketch; but we have not room to insert it.

"Catherine," Nottingham, and "W. X."—See several receipts for hair dyes in the "Magazine of Science," No. 105, price 1½d.

"Euterpe."—Declined, with thanks.

"Hibernicus."—The censuses of England and Wales, and Ireland and Scotland, are published in two Supplements to our Journal, price 6d. each, to be had, by order, of any bookseller.

"G. R." Birmingham.—Her Majesty's Visit to Lichfield Cathedral is described in No. 83 of our Journal, but the press of Illustrations prevented our engraving Chantrey's exquisite sculpture.

"Curiosity" is choleric; the line is by Dryden; see our No. 152.

"Marco."—We have not room for the republication of novels in our Journal. It is understood that her Majesty will not visit Paris this year.

"R. W."—The colours of many flowers may be preserved by dipping them into boiling water for a moment before drying them.

"W. L." St. Albans, is thanked; the "Nook" shall appear.

Photography is a new system of writing according to pronunciation.

"T. R." Altwick, is thanked, but we have not room for the illustration.

"J. M. C." Ipswich.—The view of the New Hall of Commerce, in our last week's No., was drawn by Mr. Frederick Russell.

"Ignoramus."—The printers' annual feast is termed a Weigh-geese, from Wayz goose, a stubble goose (Bailey); it is mostly held in July, stubble geese being then in season.

"Amicus," Amsterdam.—Tawell was usually termed a Quaker notwithstanding the statement to the contrary.

"A Subscriber," Wycombe.—The drawing of Corbould's Cartoon in our last week's No. is correct.

"C. B. W." Bridgnorth.—The term cannot, with propriety, be used in the sense in question.

"Philomelos."—No.

"J. E. C." Edinburgh, is assured that he is altogether mistaken.

"L. L."—The experimental squadron is expected to return in five months.

"O. B." Manchester, is thanked.

"A Subscriber," Sidmouth.—There are several pamphlets published on Mesmerism, to be had, by order, of any bookseller.

"T. C." "A Subscriber."—The Times.

"G. H." Heywood, and "A Subscriber" (Libel case), should apply to a respectable solicitor.

"Seligo," Umbre Cottage, should consult the University Calendars.

"Refugiensis."—The coloured photographs are generally satisfactory. The price of the Dictionary is 12s. The obituary will be found in our own Journal.

"G. F. T." Manchester, is thanked; but we have not room for the illustration.

"H. F." Southwark, should apply to an optician.

"G. B." Leeds.—The "Delphin" Classics are the edition printed for the use of the Dauphin in Paris; the "Variorum," those "cum Notis Variorum," the notes of various commentators; and the "Bipont," the editions printed at Bipontium, now Deuxponts, in the Bavarian province of the Rhine.

"Nauticus."—The subject shall not be lost sight of.

INELIGIBLE.—"Lyric," "Lines by Juvenis," and "E. P. M.," Ranelagh.

THE ILLUSTRATED LONDON NEWS.

LONDON, SATURDAY, AUGUST 2, 1845.

RAILWAY accidents, like other misfortunes, rarely come alone; after an interval of quiet, during which nothing is heard of the papers all at once record a cluster of casualties, some fatal, many dangerous, all of them startling and disagreeable to the locomotive part of the population. The past week has produced several of these events, that serve to show, like mementos, how dependent the world is becoming for life and limb on the managers of railways. It is beginning to be thought that sending General Pasley after the catastrophe has occurred, to inquire how it all happened, is not quite satisfactory; some caution before hand, it is suggested, would be more advisable as a preventive. As far as can be judged, two at least of the accidents arose from want of care. One train came in before it was due, and ran into a luggage train; another left the "tailights" behind, and they were sent after it by an engine, which, going rather recklessly, produced a collision. Some accidents cannot be avoided, but both these might have been. As usual, they have been alluded to in Parliament, and the great familiarity that body has recently had with railroad companies, has evidently emboldened it; there is a growing disposition to assert over them as real a supervision as over the "King's highway," which they are superseding in all directions. We never before heard Sir Robert Peel speak so decisively on the subject. He plainly warns all railway companies, if they do not expend a proper share of their profits in increasing the means of giving security to the public, the Government will interfere. This is—from Sir Robert Peel—bold language:—"Government had a right to expect from those who were deriving large profits that they would take every precaution against casualties of this kind. Nothing could be more unfortunate than disturbing the public mind by the occurrence of these accidents on the railways. He thought that a further degree of caution must be taken to prevent the recurrence of them. There was, of course, a certain description of accidents

which it was impossible to guard against; but he must say that many of those which had occurred could have been prevented by a proper degree of caution. (Hear, hear.) He was certain that if better measures were not immediately adopted on the part of railway companies, Parliament would step in and demand a reduction of their profits, in order to enforce the establishment of a better precautionary system than had been in many cases hitherto adopted."

The last point is not made so clear as could be wished; the "enforcing the establishment of a better precautionary system," does not seem a natural sequitur to the demand of a "reduction of their profits." If the Government insisted on a fair portion of the profits being expended in giving good salaries to intelligent and careful men, and building strong and powerful engines, instead of sacrificing too many of the elements of safety to the desire of making a good dividend at the shareholders' meetings, something might be effected. This determination on the part of the Government, now it is made known, may go far to silence those clamorous "proprietors" who may be heard carping at every item of the Directors' expenditure, thinking that a railroad can be managed like a retail shop, and that it is wisdom to get everything done at the cheapest possible rate. With men too few for the work, and those few underpaid, accidents are certain; if the Government frightens this kind of men into reasonable conduct by asserting that they shall not make a profit inconsistent with the lives of the public, very great good will be effected.

A PROPOSITION has just been made of an alteration in the hours of the sitting of Parliament on one day of the week, which will assimilate the practice of the House of Commons to that of the French Chamber of Deputies.

The extreme pressure of public and private business has never been more severely felt than during the present session. On Wednesday last, the House met at noon and sat continuously till a quarter to three on Thursday morning, occupied, not with one or two, but a series of interesting discussions, on the Income Tax, the Defences of the Country, New Zealand, Railway Accidents, and other matters. But such prolonged sittings are not to be recommended, and they but imperfectly make up for the time lost at the beginning of the session for the want of better arrangements. Mr. Hume has proposed that the Government business shall next session be taken on Wednesday, the House on that day to meet at twelve o'clock, and rise at six. Sir R. Peel approves the suggestion, and there seems but little doubt that it will be carried into effect; under the present regulations Wednesday is often a *dies non*; the proposed plan would at all events make sure of as much progress as could be made in six hours, and the rising early would give an interval of one night by way of relaxation.

METROPOLITAN NEWS.

THE POST-OFFICE "EARLY DELIVERY."—Although no official order has up to the present time been made known to the public, it is highly probable that before long the "early delivery" of letters in the metropolis will cease. In answer to a memorial presented to his lordship, the Postmaster-General, some time since, the Secretary of the Post office, Colonel Maberly, said that the system had been reported against, and that its abolition was merely a question of expense. The growing state of the finances of the department, however, having materially altered the case, it is rumoured that the Lords of the Treasury have the matter now under consideration, and that steps will be shortly taken to compensate the letter-carriers for their loss of fees, so that the advantages arising from a simultaneous distribution of the morning dispatch for delivery in town may be universally realised. It is estimated that the abandonment of the early delivery practice will cost the Government about £7000 per annum.

ST. JOHN'S GATE.—Notwithstanding the interest excited by the probable destruction of this ancient specimen of monastic architecture, when at the commencement of the New Building Act notice was given by the overseers of Clerkenwell, that unless put into substantial repair, it would be pulled down, it is likely soon to be demolished. A scaffolding was about six months ago erected around the dangerous portions of the building, and a public subscription entered into to provide for its restoration, which has, however, turned out quite inadequate for the purpose.

THE ROYAL EXCHANGE IMPROVEMENTS.—The space at the east end of the new Royal Exchange, which has been partially blocked up for so many months, in consequence of the boarding which was put up during the erection of the houses facing the above magnificent structure by the Mercers' Company, has at length been thrown open to the public. In a few days the spacious area will be entirely laid down with large flag stones. This thoroughfare, previous to the destruction of the late Exchange by fire, was known as Freeman's-alley and Sweeting-lane. It is to be called in future Freeman's-place.

MORTALITY OF THE METROPOLIS.—The total number of deaths registered in the metropolitan districts during the week ending Saturday, July 26, was 873, an amount considerably below that in the summer and annual averages, in which the numbers stand respectively 904 and 993. During the same period the number of births registered was 1232, being an excess over the mortality of 359.

ASSIZE INTELLIGENCE.

TRIAL OF THE FOREIGN PIRATES FOR THE MURDER OF TEN ENGLISHMEN.

Friday in last week was fixed for the trial of the ten Spanish pirates at the Assizes at Exeter, and considerable excitement prevailed in that city.

Precisely at nine o'clock Mr. Baron Platt took his seat on the bench, when the prisoners were placed in the dock.

They were—Francisco Ferriera Santo Sevo, Janus Majaval, Manuel Jose Aboes, Florencio Ribeiro, Juan Francisco, Jose Maria Mortinos, Antonio Joaquim, Sebastian de Santos, Monoi Antonio, and Jose Antonio. They were all dark looking men, and appeared to be well fitted for the trade in which they were engaged—brought up to it, in all probability, from early life.

The prisoners stood indicted for the wilful murder of Thomas Palmer on the high seas, on board a vessel called the *Felicidade*, on the 2nd of March last, by Janus Majaval striking and stabbing him with a knife, giving him a mortal wound upon the belly, of which he died, the other prisoners being present at the time of the murder, aiding and assisting him. There was another count in the indictment, charging the prisoners with having thrown Thomas Palmer out of the vessel and drowning him.

Mr. Sergeant Manning (for the prisoners) claimed to have a jury composed half of Englishmen, and half foreigners.

The prisoners being called upon to plead,

Mr. Sergeant Manning said, before the prisoners pleaded, he had to state that he considered the indictment bad in point of form, and he should advise the prisoners to demur to the indictment.

The counsel for the Crown having joined in demurrer,

Mr. Sergeant Manning said that the indictment stated that the prisoners, with force and arms, on the high seas, in and upon one Thomas Palmer, then being on board a certain vessel called the *Felicidade*, did make an assault, &c. Now this being a statutory offence, the indictment should have concluded *contra formam statuti*.

Mr. Baron Platt considered murder to be an offence at common law, and that the indictment was good.

The prisoners then pleaded not guilty, and a jury *de medietate* was sworn, and they were charged with the prisoners.

Mr. Godson opened the case on the part of the prosecution, entering minutely into the facts, most of which are known to our readers. Mr. Godson then called several witnesses, but the chief points of the case are comprised in the following evidence:—

Antonio di Cirqueira: I am a Brazilian. I was born in the Brazils. My wife and family are there. That is my home. I am a seaman. I had the command of the *Felicidade*. I took the command January 2nd. She was fitted out for smuggling; by smuggling I mean carrying slaves. I had no cargo to take out with me except provisions and water. The cargo I was to take back was slaves. The vessel was fitted out to take slaves. I had 30 in my crew. Majaval was cook. I left Brazil on the 6th of January. I had known Majaval only the day that I sailed. We arrived off the coast of Africa on the 6th or 7th of February. I saw the *Wasp* when I arrived off Lagos, not then knowing that she was the *Wasp*. When I first saw her I tacked and stood off to sea. The English ship gave chase until night. She did not overtake us then. We left Lagos, to avoid her, for three or four days. Then we came back to Lagos again. We tacked ship and went off to sea again. The English vessel chased us, but did not come up with us. The next English vessel which we saw was the *Star*. We stood off to the north, and then went to the southward of the *Star*. She chased us also, but did not overtake us, as we got out of her way. The next day we came and anchored at Onen (in English, Lagos). The next morning, I believe, we saw the *Wasp*. We then got under way, and swept along the shore. The English vessel was coming towards us. She gave chase, but could not come up with us. She then lowered her boats, which came up with us. They had colours hoisted. The boats came up to us about seven at night. We offered no resistance, as I gave orders to my men to leave all our muskets and powder overboard; and I then gave up possession. The launch first came

alongside, and all hands came on board, and about half an hour afterwards the other two boats came alongside. I could not see whether Lieut. Stupart was on board or not. All hands were ordered into the boat except myself. I was taken out of my vessel, but not at that moment. I was taken out about nine or ten at night. All the crew were then taken out of my vessel. They were taken on board the *Wasp*. The next day I was brought back to my own vessel. When I came back, the chief mate, the second mate, and supercargo were there. I came back with English sailors in the boats. Majaval did not go into the boat the night before. He remained in the *Felicidade* all night. He, as cook, was considered an officer. When I came back, the two mates, supercargo, and cook, were on board. When I returned, they (viz. the two mates and supercargo) were taken on board the *Wasp*, and I and the cook remained. An officer was in command, who had come from the *Wasp*. I believe he was a mate. When we departed from the *Wasp*, Lieut. Stupart came on board, with Mr. Palmer. They came on board to take charge of my vessel. I can't tell how many sailors were there. I saw the two officers, about five men and Kroomen. These were left first, and when the officers came, they brought other men, but I can't say the number. When Lieut. Stupart came on board, the boat was hoisted in, and we sailed on. We sailed all that day. The next day we saw the schooner. We did nothing but kept steering our course towards her. At night we were stern to stern with her. The officer then hailed her to heave to. They said they could not heave to. They did not fire from the brigantine then, but they did afterwards. The officer jumped into the boat, and gave chase after them. This was Lieut. Stupart, with five men. It was about ten or eleven at night. The officer returned in my vessel the same night. We were lying to for him. No one came back with him but the five men. We next saw the schooner the next morning. She was a great distance off. About five or six in the evening we came up with her, and the officer fired a gun, to make her heave to. She did not heave to, but sailed on. They were taken about eight or nine. They were boarded by the young officer, who is dead. He came back the next day. The vessel was the *Echo*. When the officer got on board of her, twelve of her men were sent on board the *Felicidade*. All the prisoners were among them except Majaval. They were put in the fore-castle, and a sentry put over them, except Serva and his brother-in-law, who were allowed to remain on deck. They remained there all night, until the officer went on board the *Echo*, when Santos went with him. That night I had no communication with them. The next morning Serva and his brother-in-law asked me the time of the day. Serva asked me if I had any coffee on board. I answered no, but said there was some tea. Serva sent a lad to take some coffee out of a bag. After it was made, we all set down to drink it—myself, Serva, his brother-in-law, and Mr. Stupart. Then the officer got up to go below. Serva put the question to me about killing the Englishmen. The first word he said was, "We have got something here to do. I have four men I can put confidence in, to kill all the English, and throw them overboard, and then take the schooner; and after that we can take the brigantine." "I said, 'Don't you forget that you are here between the English cruisers, which are crossing to and fro; that a steamer was cruising, and likewise the *Star*.'" Serva's answer was, "You are a man in want of void of spirit. I have four men I can put confidence in," repeating what he had before said. I then answered him as I had done before. Serva replied that I wanted spirit; on which I said if he did not hold his tongue on such a thing as that, I should make it known to the officers. Serva said he would say nothing more about it. Immediately after the lieutenant went into the boat, and Serva's brother-in-law went with him to the *Echo*. The brother-in-law was present during this conversation, and could hear it. Three Englishmen and two Kroomen were standing on the deck, and the quartermaster. I saw no other until the young officer came from the *Echo*. He came with an Englishman and seven other men. This was Mr. Palmer. When he came up on board he went to bathe himself, and let the boat drop astern with the men in her. None of the men in the boat are here, but one of the witnesses not in court was in that boat. The officer, after bathing, came on board, and was sitting aft shaving himself. It was about eight or nine in the morning. The other Englishmen were thus placed—one was at the helm, another sitting with Palmer, another in the bow forward, who was tipsy, another was midships, asleep, and the other was placed as sentry over the hatchway, but was asleep. There were no more Englishmen, but the two Kroomen were there. At this time Serva went to the hatchway and called the men to come up and commit the murder. I was aft, but came forward, seeing Serva at the hatchway, and, having suspicion, I caught Serva by the hand, and said, "Don't be foolish." Serva was still calling the men to come up. When I saw they were determined, I made a sign to the quartermaster and Mr. Palmer. The quartermaster ran and caught a bar of iron and struck Alvarez on the head, and then caught him up and flung him overboard. When struck down, he fell on the fore part of the deck on the starboard side. Alvarez was coming up the hatchway when he was struck, with a knife in his hand. All had knives. More than two at a time could not come up. Alvarez was the first, but was on the deck when the quartermaster struck him. As soon as he had thrown Alvarez overboard, he took a handspike and began to defend himself. They were all upon deck at that time, except two or three who stopped below, saying they were poorly. Antonio Joaquim, Santos, and Jose Antonio were on deck before, on the plea that they were poorly. I never saw a knife in their hands, but they had got knives in their belts. Antonio Joaquim was lying down forward. When the men came up, they all began with their knives on the quartermaster. There were four or five upon him. Majaval was not there; he was aft, in the cabin, making bread. Francisco, Martinis, and Ribeiro, all had knives. They fell on the quartermaster. He was trying to defend himself with a handspike, but they wounded him with their knives. In the meantime Serva called the men out of the boats, and Majaval ran up out of the cabin, with a long cooking knife in his hand. He went up to Palmer, and struck him on the left side. He fell on the gunwhale of the vessel. Then Majaval caught hold of his feet, and pitched him overboard. After that he went and gave his assistance forward. The next man was killed by one who killed himself afterwards. He killed one of the men lying down. The men forward were cutting and slaying forward. The man they had been cutting was lying outside the vessel, and had hold of the fore sheet. This was the sentry. Some struck him on the head with great pieces of wood, but he did not let go. Ribeiro then cut his fingers off, and he sunk. I cannot tell who killed Mullins, the quartermaster, as they were all upon him, but he was killed and thrown overboard. The two Kroomen jumped overboard themselves. Serva was standing on the deck, having taken command, calling out "Kill them, kill them, and fling 'em overboard." After all were killed and thrown overboard, Serva ordered the peak of the mainsail to be lowered, as a signal to his brother-in-law to rise and kill those in the *Echo*. He then gave orders to hoist the Brazilian colours, which was done, and they made off to the *Echo*. They shipped the gear on the side next the *Echo*, and placed them in readiness to fire. Serva ordered me to point the gun. All the men were standing behind me. I was obliged to do this. I elevated the gun, but did not fire. One of the prisoners fired. Then Serva gave me orders to hail the *Echo* to heave to, and likewise to halloo to his brother-in-law, that all the Englishmen were dead. I did this. I saw Lieut. Stupart, an English sailor, Serva's brother-in-law and another prisoner, who ran up in the foretop. We sailed on till we came to the bow of the *Echo*, and then fired another gun. This was done by Serva's orders. After firing the two guns, fluting the brigantine did not heave to, we made off. Some time after Serva said, as the vessel was taken by him from the English, he considered the vessel was his. The decks were covered with blood, and it took about an hour's scrubbing to clean them. Two days after I asked Serva where he was bound. He answered "Rio Janeiro, because it was his vessel, as he took her from the English." He also said, "that I had allowed myself to be taken with thirty men under me, by two boats, and that he had retaken her with his four cats. It was his vessel, and he should take her to his owner at Rio, instead of the *Echo*, because he had lost a deal of money by her. I answered, that if that was the case, I hoped he would put me on board the first vessel we met, or on the first land we made, as I would rather pay my own passage than remain on board. Four days after we fell in with the *Star*. About three or four o'clock the *Star* took possession of her. During the chase Serva gave orders either to luff or keep away, as the case required. When he found he could not get away, he began to drink rum and wine. The *Star* when she came up, fired ten muskets and a gun, and then took possession of her. As soon as the *Star* came alongside the men began to stow themselves away, except Serva and the man at the helm, who remained on deck. Serva was drunk. All the men were taken on board the *Star*. When I came on board Serva said, "You say that I am a passenger." They gave the commander the name of *Virginia* as the name of the *Echo*, and desired me to say the same. In the course of four days I communicated to the commander what had happened. The commander was very kind and free, and I thought justice would be done. I thought an unjust crime had been committed. I waited four days, because I was in fear, not being sure whether the officers would be kind or rash.

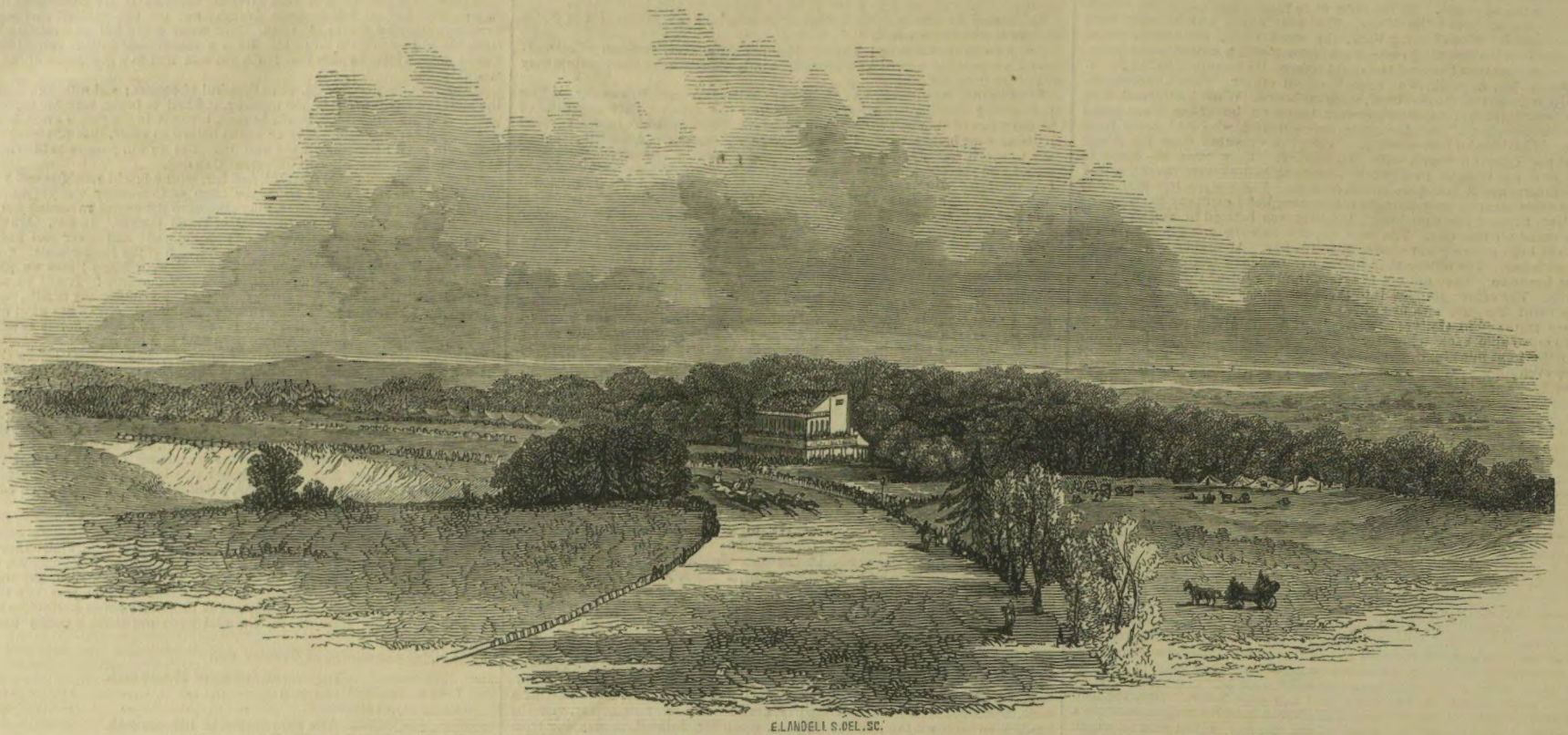
The trial occupied the whole of Thursday and Friday last week. On Saturday the Judge (Baron Platt) summed up, stating it to be his opinion that the *Felicidade* was in the legal custody of the Queen's officers, and that the prisoners were also in legal custody; and any persons killing the officer or his men were guilty of murder. If they were satisfied that these prisoners conspired together to slay the Englishmen on board—they being then beyond all question in the peace of the Queen—if they conspired together to carry out that wicked design, and any one of them gave a mortal wound, all those who conspired together and joined in assisting him, every one of those were undoubtedly guilty, although his hand might not have inflicted the blow. They would weigh the evidence as it regarded each individual prisoner, and pronounce that verdict which their consciences dictated. The jury retired for an hour and then re-entered the Court amidst the most profound silence, and returned a verdict of "Guilty" against Majaval, Serva, Alves, Ribeiro, Francisco, Martinis, and Joaquim; and "Not Guilty" as regarded Dos Santos, in the most impressive manner passed sentence of death upon the seven prisoners who had been convicted. The prisoners wished to have time to write to the Queen of Spain on the subject. Sergeant Manning again pressed that his objections might be reserved for the opinion of the judges. Baron Platt said, he would consult his brother Erie, but he would not pledge himself further, as his opinion was very strong upon the point.

POSTSCRIPT.

THE CHARTERHOUSE.—The Governors of the Charterhouse met on Thursday to appoint two new Governors in the places of Earl Grey and Lord Canterbury. Their choice fell on the Duke of Buccleuch and Lord Devon. HEREFORD ELECTION.—Sir Robert Price was on Thursday elected M.P. for Hereford, without opposition. MR. AND MRS. CHARLES KEAN.—Mr. and Mrs. Charles Kean will depart from Liverpool for America on Monday next. Shortly after their return they will retire from the stage. YORKSHIRE AGRICULTURAL SOCIETY MEETING AT BEVERLEY.—The approaching meeting, for which preparations are making, is likely to be of the most interesting and extensive character. The quantity of stock exceeds anything ever before entered in that large and important society, second only to the Royal Agricultural Society of England. Amongst the nobility likely to be present are Earl Spencer, Earl Ducie, Lord Feversham, Lord Hotham, Lord Worsley, Lord Morpeth, Lord Wenlock, and Sir John Johnstone, Bart. Amongst the implements which it is said are to be exhibited from almost every part of England and Scotland, are several novelties which have never been exhibited, and altogether a first rate meeting is expected. FUNERAL OF EARL GREY.—The remains of this amiable and deeply-lamented nobleman were interred in the family vault at Howick Church on Saturday last. The ceremony, in compliance with the known wishes of the deceased, was strictly private. This celebrated man was followed to the grave by his son, the present Earl, by the Earl of Durham, by the Right Hon. Edward Ellice, M.P., brother-in-law to the late Earl, and by other members of the family, on foot; the only mourner not related was Dr. Wilson, the medical attendant of the deceased Earl through many years. The tradesmen of Alnwick, by one consent, closed their shops between the hours of twelve and two o'clock, and every tribute of respect that circumstances permitted was paid by the entire neighbourhood. RIOTS ON THE NORTH BRITISH RAILWAY.—Most serious assaults and breaches of the peace were committed on Saturday night, Sunday, and Monday, last week, by the railway workmen in the Cockburn's-path district (Scotland). Saturday being their pay-day, constables and innocent persons all met the same fate from a number of drunken fellows, whosoever they met them. Several persons are so much injured that their lives are despaired of; others escaped with broken and dislocated bones. Such is the deplorable state of the district on these occasions, that Sir John Hall, Bart., the resident magistrate, has determined to have the assistance of the military next pay-day. AWFULLY SUDDEN DEATH.—An inquest was held on Thursday by Mr. Wakley, M.P., on Sarah Townsend, aged 77, widow of the late Bow-street police officer. The deceased was running along Brunswick square when she was seized with a fit, and fell a corpse under the wheels of a heavily laden waggon, which, by the dexterity of the driver, were prevented going over her head. Verdict, "Natural death." FATAL ACCIDENT ON THE RIVER.—On Wednesday night last three gentlemen—Mr. James Russell, a gentleman of independent circumstances, and Messrs. Robert and William Paine, surveyors, residents at Walton, accompanied by a waterman named Winter, were crossing the river Thames, in a boat, at the Wiford ferry. The party crossed the river in safety, and the gentlemen were on the point of landing, when Mr. Russell, in stepping from the stern of the boat, missed his footing, and fell into the water. The tide was running high at the time, and the unfortunate gentleman was swept onward by the current. The party in the boat immediately put off to render assistance, and rowed rapidly to assist the immersed gentleman, whose cries for aid were distinctly heard. Owing to the darkness which prevailed, they rowed in a wrong direction, and whilst they were endeavouring to bring the boat round it capsized, and Messrs. Paine, together with the waterman, were immersed in the river. Mr. R. Paine luckily grasped the gunwale of the boat, and held on until his cries attracted the attention of some people at the Admiral Bowen beerhouse, who put off in two boats and picked him up. Mr. William Paine, being an expert swimmer, reached the shore in safety. The waterman also contrived to reach the bank, but in so exhausted a state that, in endeavouring to raise himself from the water, he fell back into the stream, and was carried away by the current to some distance. The poor fellow then contrived to clutch the bank, but being completely exhausted, he was on the point of again sinking, when his cries for help drew Mr. William Paine to the spot, who rescued him. THE CONDEMNED PIRATES.—No day has as yet, we believe, been fixed for the execution of the men awaiting death at Exeter gaol for piracy and murder. The inhabitants of Exeter are endeavouring to induce her Majesty's Government to carry out the dread sentence of the law in another place, and thus spare their feelings from so fearful a tragedy as the death of seven wretched beings on the scaffold. Dr. Lima, a native of Brazil, a Roman Catholic clergyman, has been sent by the united desire of the Brazilian, Portuguese, and Spanish Legations, to afford the culprits spiritual assistance. The Secretary of State has issued most positive instructions to the gaol authorities, that no person shall be allowed to see them but such as are officially connected with the prison. Two officers are always present with them day and night. MURDER IN YORKSHIRE.—An adjourned inquest was held at Easingwold, Yorkshire, on Monday last, to inquire into the circumstances of the death of Joseph Windsor, a child seven years of age, who had died on the 17th, after having partaken of something which his step-mother had administered to him under the pretence that it was brimstone and treacle. Before taking the mixture, the boy was in excellent health, but afterwards he was seized with excessive sickness and purging. He refused to take the stuff at first, and it was not until his schoolmistress had been called in to intimidate him to take that which she believed to be wholesome, that he was forced to swallow the mixture, which afterwards proved to be poisonous. A surgeon was called in, but the boy died in a few hours, and a post mortem examination being made left no doubt that poison had been administered. The result of the inquest was a verdict of "Wilful murder against Jane Windsor, the deceased's step-mother," and on Tuesday last she was committed to York Castle to take her trial at the next assizes. LATEST FOREIGN NEWS. BELGIUM.—THE NEW MINISTRY.—Brussels papers state that M. Van de Weyer has accepted the post of Minister of the Interior; that M. Malon will be the new Minister of Finance, and M. Deschamps Minister of Foreign Affairs. SPAIN.—Letters from Barcelona assert that the physicians of the young Queen having declared that her visit to the Basque Provinces to take the sea bathing was absolutely essential to her health, she laid their opinions before her Ministers—offering, however, to return to Madrid if they objected to her journey to the Basque Provinces. It is added, that the Ministers, dreading to take upon themselves the responsibility of forbidding a journey which her physicians had declared to be indispensable, gave their approbation to the arrangement. ALGERIA.—The Paris papers publish news from Algeria of the 20th ult. Six battalions of infantry had embarked for Dellys. The cavalry and artillery were to proceed thither by land. The cause of this movement is said to be the accession of considerable reinforcements to the enemy, rendering the small brigade under General Gentil's command insufficient for the protection of the allied tribes encamped before Dellys. NATIONAL SPORTS. GOODWOOD RACES. During the present week the interest of the sporting circles of the south of England—if not, indeed, of the whole island—centred in the festival celebrated in the noble park of the Duke of Richmond. Beyond all the popular pleasure meetings in Great Britain, Goodwood Races are essentially national sports. There is no manly pastime at once so accordant with public taste, and accessible to general enjoyment, as that of horse-racing. Yachting and foxhunting, as sports, indeed, are "every inch a man's"; but they are class pleasures, only open, like Westminster Hall and the London Tavern, to those who can pay for them—the turf is the democracy of diversions. It is, therefore, that we shall be forgiven for passing by matters of smaller account to which the last six days gave existence, and lavishing all our descriptive power upon the Goodwood gala, the ideal of the burden of O'Connell's oratory—"great, glorious, and free!" It is singular that, so long as this princely passage in horse-racing has flourished, there should be so many sporting men who are still strangers to it. Four out of the five who shared the South Western Railway carriage with us—wherein we made our way to it, by their words be of any account. For those who may be in a similar category we have provided such sketches as will at least furnish them with some idea of the locality. Chichester is the nearest town to Goodwood—a place still retaining some relics of former architectural importance. The cross is a florid monument of the olden style, and the whole High-street, it will be seen, is a good sample of the general character of an English county town. The domain of Goodwood is perhaps the most picturesque in the kingdom. It consists of every variety of scenery—valley, downs, and gorgeous woodlands; while the view, from that portion of it especially on which the course is laid out, is unrivalled for richness or extent, laying under the eye the table land stretching from the South Downs to the sea, the Isle of Wight, and the horizon closed in by the blue water. Is not such a place a characteristic site for the first of our National Sports? Goodwood meeting commenced on Tuesday and ended yesterday. It had but one drawback; but, as the man in the play says of the lady with only one eye, "that was a piercer." The weather was good on the average, but Wednesday was a deluge. Moreover, there is but one Stand, and that is for the gentlemen. We are us! for the ungentle—if so they must be called in contradistinction to "the twice two thousand that the world was made for," who have nowhere to shelter them from the pitiless peltings of the storms in those high regions—where, when it blows and rains, it does blow and rain. At half-past twelve each day the racing duly commenced, for the most part, to a considerable attendance, if not a very populous one. But if the bipeds were not so numerous as might be, the quadrupeds mustered in vast force. The amount of money involved by the various stakes and plates was near upon thirty thousand pounds; and if that couldn't command a strong cavalry force, what could? The first day's racing did not bring to pass anything of especial account, except, perhaps, the defeat of the winner of the Derby by the filly that actually ran last for the Oaks. Merry Monarch had been stated to be invincible

for the Gratwick by the crowd of gentleman who prophecy at ease: he was backed at 4 and 5 to 1. The rich 300 Sovs. Sweepstakes Joe Lovell won, in spite of Lord George Bentinck having laid an even bet he distanced him. The Drawing Room Stakes Old England won very easily, although the return of the race was a neck only. Let this horse be very carefully handled by his adversaries for the Leger. The Lavant Stakes again brought out the two-year-old that ought to have won the New Stakes at Ascot. That same Sting will be a rattling Derby favourite, if he don't win outright. He is a magnificent animal, and all over an Epsom nag. It will be seen that Forth has sold him to a gentleman of the name of Gill. Wednesday, as already said, was a dreadful afternoon; and although it gave us the most important event of the meeting, it failed to bring together much company. The great handicap, it will be seen, brought to the post a great field, and was a great betting "pot." Never was so hollow an affair, Miss Ellis being twenty lengths in hand beside the six she won by. But we will pass on to the chief fact of the four afternoons—the all important Cup day. Thursday dawned fresh, fragrant, and fair, with a bright sunshine and a spirit-invigorating breeze. Before noon, the town of Chichester was thronged with pleasure people; and, soon after, the passages to the course reminded you of the descent to Epsom and the park gates of Ewell Corner. It was, perhaps, the most brilliant anniversary the occasion ever enjoyed; and never had king such a throne as was the Grand Stand to the Sovereign of the Netherlands. "Such a divinity doth hedge a king," says Shakspeare. Poor fellow! how we pity him that he didn't see the divinities that hedged that monarch! It will be seen by the returns that the sport was superabundant; we confine our details, however, to the chief features of it. Sting's running for the Molecomb was a most remarkable performance. For the first quarter of a mile he had his horses as safe as if they were boiled, and of course won, hard held in a canter. The Cup brought out a dozen, all mounted, half-an-hour before the time named for starting, during which period Lord George Bentinck paraded them in front; and then heading them partially up the hill, just beyond the winning-post, dropped his flag, and off they went. It was a glorious start, and a gorgeous sight—the first to single out from the phalanx being Discord, who, with Miss Ellis on his quarters, led at a terrific speed. Thus they went the first mile and a half, when the filly went to the front, and carried on the running. At the top of the hill Weatherbit crept up, passed Discord, and got within a couple of lengths of Miss Ellis. Beyond this he never got, for the filly, at a killing pace, held her own to the end, winning cleverly, indeed, by a couple of lengths. The last of the lot was Gorhambury. So much for racing. When the riders were weighing for the Anglesey Stakes—amateur jockies—the King of the Netherlands came into the weighing house with the Duke of Richmond. He entered into conversation with Mr. Clarke, the judge, who was weighing the gentlemen riders, speaking perfect English, observing, "I remember being in the chair with you at Epsom when Bay Middleton won the Derby." Such a company is not a common occurrence in a weighing house. It is only in England, Kings are to be seen in *purus naturalibus* stripped of their externals. Here we set our seal upon our sheet, a goodly finish of a glorious occasion. The racing commenced on Tuesday with The Craven Stakes, of 10 sovs each. Lord G. Bentinck's Discord 1 Mr. Mostyn's Beaumont 2 The Ham Stakes, of 100 sovs each. Mr. Gratwicke's f, by Ellis, out of Carlotta 1 Duke of Richmond's Cuckoo 2 Sweepstakes of 300 sovs each. Col. Anson's Joe Lovell 1 Lord George Bentinck's Best Bower 2 The Welter Stakes of 20 sovs each. Wolf-dog 3 yrs 1 The Shadow, aged 2 The Drawing-room Stakes of 25 sovs each. Mr. Gulley's Old England 1 Lord George Bentinck's Longitude 2 The Gratwicke Stakes of 100 sovs each. Col. Peel's Hersey 1 Mr. Gratwicke's Merry Monarch 2 The Goodwood Club Stakes, of 10 sovs each, Lord Eglintoun's Quebec, 5 yrs, 11st 7lb 1 Mr. Osbaldeston's Sorella, 4 yrs, 11st 2 The Levant Stakes of 50 sovs each. Mr. Forth's Sting 1 Mr. Gulley's Mendicant, by Touchstone 2 Sweepstakes of 300 sovs each. Mr. Payne's Collingwood received forfeit. The Innkeepers' Plate of £50, added to a sweepstakes of 5 sovs each. Lord G. Bentinck's Farthing Candle, 2 yrs, .. (Kitchener) 1 Mr. Cooke's Auricula, 2 yrs 2 The Ham Stakes.—The winner has been named Lady Cecilia. WEDNESDAY. The privileged corner of the stand was again occupied by the Goodwood and Molecomb parties; there were also present, besides many other persons of rank, the Marquis of Exeter, the Marquis of Waterford, the Marquis of Clanricarde, Earl of Orford, Lord Middleton, Earl of Southampton, Lord Suffield, Lord and Lady Newport, Lord W. Powlett, Lord Edward Russell, Lord Adolphus Fitz-clarence, Lord Howth, Lord Foley, Lord John Fitzroy, Count Bathany, Baron Ashton, Sir George Houston, Sir H. Mildmay, Sir W. Codrington, Sir Charles Cockerell, Sir Gilbert Heathcote, Hon. George Fitzroy, Hon. Henry Forester, Hon. Frederick Villiers, Hon. Horace Pitt, Hon. Captain Spencer; Messrs. Scott, Stonehewer, Sloane, Stanley, John White, Percy, Williams, G. H. Moore, Leslie, John Stanley, Nevil, Rush, Palmer, Gratwicke, Hawker, Shelley, Oliver, P. Booth, Eaton, Delme Rattcliffe, Osbaldeston, Des Vaux, Knatchbull, Brand, Goddard, Ramsbottom, J. Bayley, &c., &c. The Stand Plate of 50 sovs, added to a Sweepstakes of 5 sovs each. Heats. Mr. A. Cook's The Shadow, aged (Lye) 1 Lord G. Bentinck's Croton Oil, 4 yrs 2 The Cowdray Stakes of 25 sovs each. Lord G. Bentinck's Killi Krunkie, 2 yrs (W. Abdale) 1 Duke of Richmond's br c by Mus, out of Guava, 2 yrs 2 The Goodwood Stakes of 25 sovs each. Lord G. Bentinck's Miss Ellis, 3 yrs, 5st 7lb (Kitchener) 1 Mr. Orngley's Roderick, 6 yrs, 6st 12lb 2 Duke of Richmond's Lothario, 5 yrs, 8st 11lb 3 The Queen's Plate of 100 guineas. Duke of Richmond's Red Deer, 4 yrs (Nat) 1 Mr. A. Cook's The Shadow, aged 2 The Stewards' Cup of 300 sovs. Lord Stanley's Psalm Singer, 3 yrs, 5st 4lb (Irvine) 1 Colonel Peel's Phyllis, 4 yrs, 7st 5lb 2 THURSDAY. Sweepstakes of 200 sovs each. Lord George Bentinck's Princess Alice 1 Mr. Wreford's Wilderness 2 Sweepstakes of 200 sovs each. Lord Chesterfield's Arkwright 1 Lord George Bentinck's Binnacle 2 The Molecomb Stakes of 50 sovs each. Mr. Forth's Sting 1 Duke of Richmond's Cuckoo 2 The Racing Stakes of 50 sovs each. Mr. Wreford's Worthless 1 Lord George Bentinck's Longitude 2 Goodwood Cup. Lord George Bentinck's Miss Ellis (Abdale) 1 Mr. Gulley's Weatherbit 2 The Sussex Stakes of 25 sovs each, for 2 years old. Duke of Richmond's Cuckoo (Marson) 1 Colonel Peel's Sunphire (Nat) 2 Duke of Richmond's (Handicap) Plate of 100 sovs. Mr. Mostyn's Dean Swift, 3 yrs, 6st 1lb (J. Prince) 1 Mr. Etwall's Venatrix, 5 yrs, 6st 6lb 2 'Nine others ran. Won easy by two lengths. Sweepstakes of 25 sovs. Mr. Wreford's, jun., br f Wilderness, out of Wapiti, 3lb.. (J. Howlett) 1 Duke of Richmond's b c Tug-net, out of Baine .. (Flatman) 2 The Anglesey Stakes of 15 sovs each. Seven started. Won by Coal Black Rose. FRIDAY. The Chesterfield Cup, by Subs of 15 sovs each. Mr. Etwall's Egis, 3 yrs, 6st 0lb 1 Mr. Gratwicke's Needful, 4 yrs, 7st 9lb 2 Twenty-one ran. Won by a head. The March Stakes of 10 sovs each. (First Class.) Mr. Magen's Beatrice, 6 yrs 1 Lord George Bentinck's African, 6 yrs 2 The March Stakes of 10 sovs each. Second Class. Lord Howth's Wolf-dog 1 Lord Chesterfield's Cockfighter 2 The Nassau Stakes of 50 sovs each. Duke of Richmond's Refraction Sir R. W. Bulkeley's Queen Pomare THE WHITEHALL GRAND REGATTA, given by the nobility and gentry amateurs of Whitehall and its vicinity, will be contested for, in two heats, on the 8th of August. ROYAL MERSEY YACHT CLUB.—SECOND REGATTA.—On Tuesday last the second regatta was held upon the Mersey, Liverpool. The attendance of spectators, as on the former occasion, was very numerous. At twenty minutes past eleven the signal-gun was fired, and the yachts got under way. The race throughout was very exciting, and the several boats rode through the waters with great speed. Great festivities were kept up during the day. The race terminated by the first prize, first class, being awarded to the *Sa-gill*, H. Miley, Esq.; second, *Ariel*, R. C. Naylor, Esq.; third class prize, *Editha*, J. Edwards, Esq.

G O O D W O O D R A C E S . — 1 8 4 5 .



E. LANDELL S. DEL. SC.

THE COURSE.

THE PRIZE PLATE.

The Prize Plate, still conventionally called "Cups," consists of three groups, of exquisite design. We have engraved two of these beautiful productions.

The first, "The Goodwood Cup," is a very characteristic prize for a race-course; illustrating, as it does, an event of great interest in the annals of racing, viz., the presentation by Charles the Second of the first Gold Cup ever

run or at Newmarket. Charles, it will be remembered, was the first to abolish the now obsolete custom—Paisley excepted—of running for a pair of bells. The King is on horseback, and giving the cup to the fortunate jockey. This com-



THE GOODWOOD CUP.

pliment to the Princely originator of the Goodwood meeting, by the personation of his Royal ancestor in the design, is in excellent taste.

"The Stewards' Cup" consists of a magnificent group, in a war-chariot, leading the Icon against the Romans. All the figures in the group have been

modelled by Mr. Bailey, and its elaborate details have been admirably executed by Messrs. Hunt and Roskill, late Storr and Mortimer.

"The Chesterfield Cup" has been manufactured by Messrs. Garrard, from



THE STEWARDS' CUP.

a beautiful design by Mr. Cotterell, the subject from Scott's "Tales of a Grandfather," representing Mary Queen of Scots shortly after her marriage with the Earl of Darnley, at the head of her troops, on horseback, clad in light armour when expecting the attack of the Covenanters.



ENTRANCE TO THE PARK, GOODWOOD.





EISENHAM STATION.

THE EASTERN COUNTIES RAILWAY.—OPENING OF THE LINE TO CAMBRIDGE AND ELY.

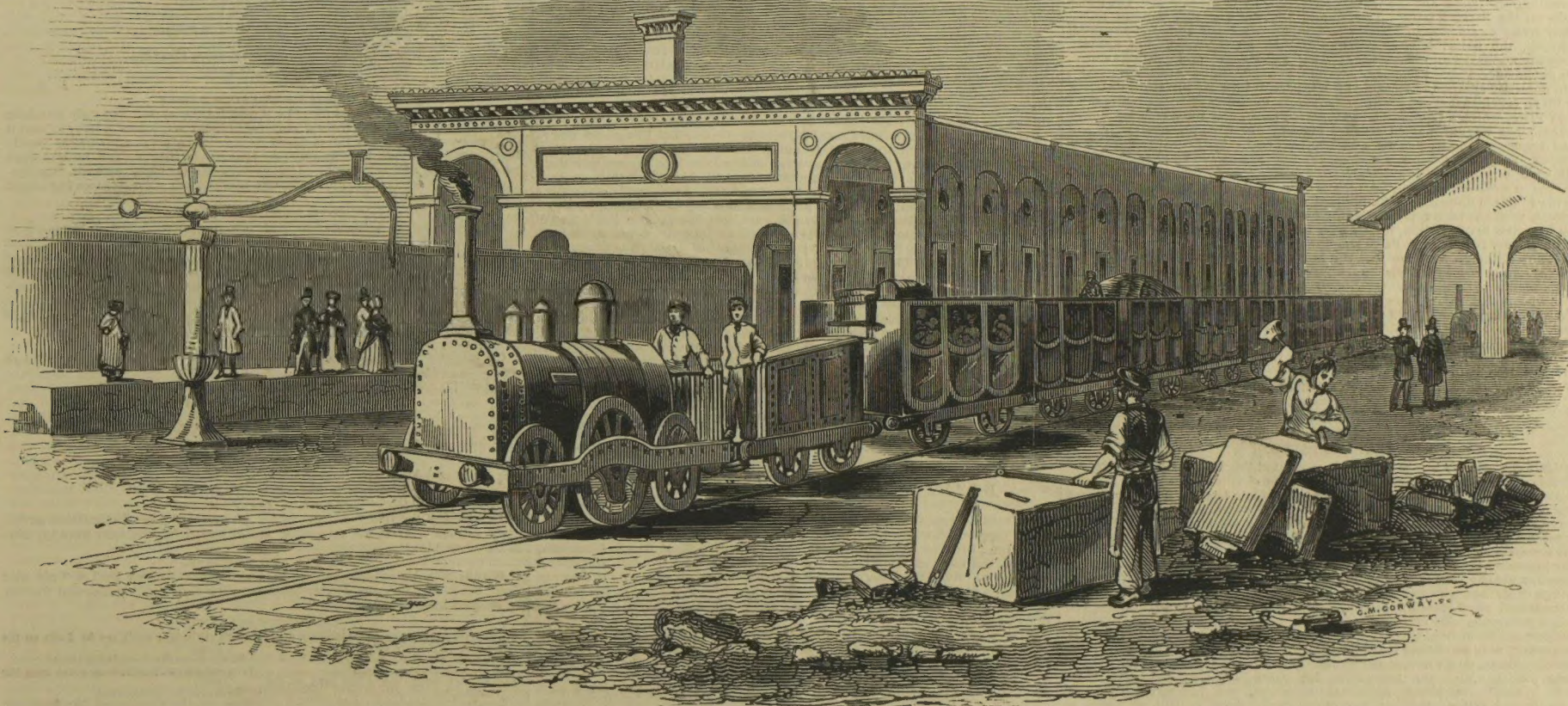
The views illustrating the opening of the branch line from the Eastern Counties Railway to Cambridge and Ely, and the line from Norwich to Ely, which appear in this number of our journal, represent the principal points in the new line. In a former number we gave illustrations of the principal points of the line then opened, so that our subscribers will now be in possession of a perfect illustrated itinerary of several hundreds of miles of railway through a country comparatively little known to those who live at any distance from it, yet full of interest, and worthy to be visited by the traveller, the artist, the agriculturist, and the man of general business.

On Tuesday last, at ten minutes before nine o'clock, a train of thirteen double carriages, with an open carriage, in which were the band of the Coldstream Guards, conveyed the worthy Chairman of the Eastern Counties Railway, the Directors and their friends, a host of men of science, engineers, and others, the Earl of Roden, and Lord Braybrook, the Bishop of Norwich, and many members of the House of Commons, from the London terminus, at Shoreditch, to Ely and Cambridge; and on the same morning, at half-past ten o'clock, a smaller train of carriages left Norwich, conveying many of the principal inhabitants, and the gentry of the county of Norfolk, to Ely, to meet the London train, and thence proceed in company with it to Cambridge, to partake of the banquet there prepared by the liberal hospitality of the Directors. We shall mention the places through which the trains passed, which will show the line of country creating the connection between the distances, and describe some of the points as fully as our limits will allow.

The first station, after leaving Shoreditch, through which the London train passed, is Stratford; a suburb of the Great Metropolis, of which the appearance conveys to those about to enter our vast emporium of commerce, science, arts, learning, and riches, but little idea of its magnificence and wealth. Indeed this is the worst entrance into London: the houses are mean, the inhabitants, though most industrious and respectable, are unfortunately not opulent. There is little



CHESTERFORD STATION.



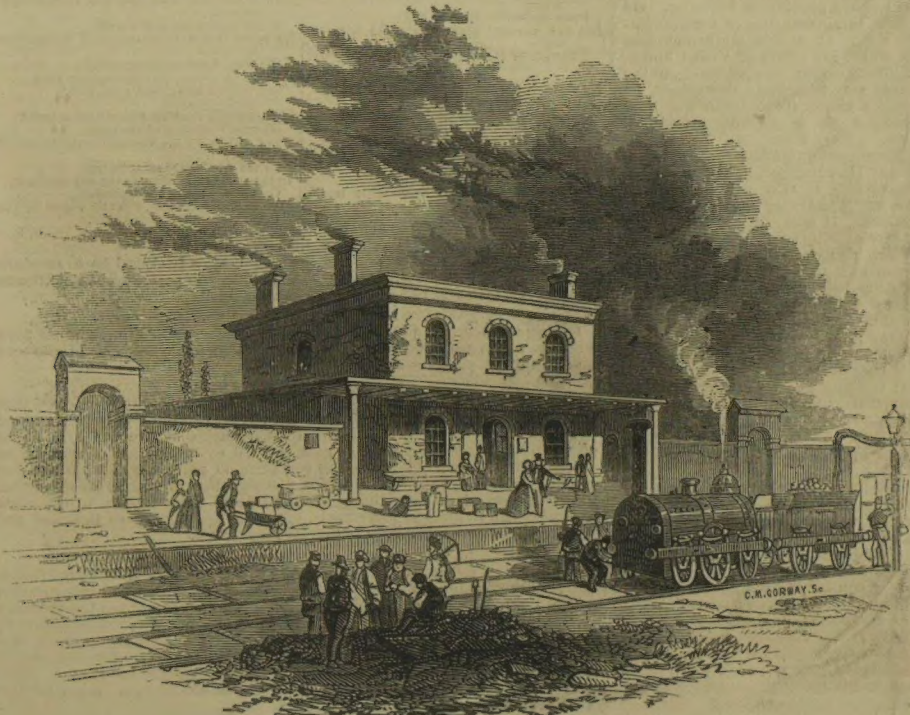
CAMBRIDGE STATION.

to admire, and nothing to emprise. Lea Bridge, the next station, is somewhat picturesque. All Cockney fishermen find something here to recollect. The shade of Walton still hovers on the banks of the

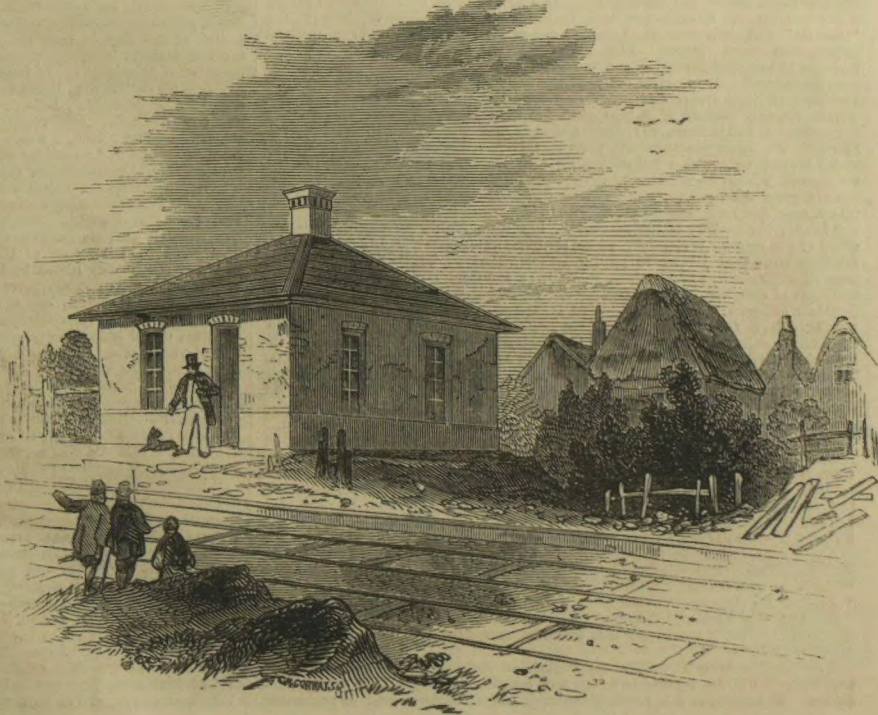
river, and the reminiscences of early times revive. At Tottenham the appearance of the country mends still more; the topographer recalls to mind the Cross which the piety of his ancestors erected on the spot

within a short distance of where the railway passes, and the general aspect of the country is rural and pleasing.

(Continued on page 76.)



WENDON STATION.



ICKLETON STATION.

A RAMBLE IN THE REALMS OF CHAT.

The week has been, if not exactly enlivened by the variety of its intelligence, at least stimulated. A few of its results we could have wished far distant; others have worn a joyous and festive aspect; and some have put on the mantle of absurdity, to tickle the quizzing spirits of satirists and men of fun.

The compact of European Sovereigns to continue on visiting terms with each other acts beneficially for their friendly relations, and wins the favourable regard of the people. And while this spirit progresses our own Victoria will soon be as popular in other nations as she is in a higher and nearer sense affectionately regarded in her own. Not particularly anxious to run away from her beautiful home of "Peerless England," she yet reciprocates the friendship of other lands; nor would it be unnatural if a brief cultivation of health and pleasure mingled with her thoughts of travel after a session of harassing thought—in which the natural energies of the Royal mind must have been tried and tested by no small share of anxiety and fatigue. So we will say that her Majesty is even now longing for the next three weeks of Parliament to bury themselves—as she would fondly hope—in the bosom of the public welfare—that the hour of Queenly prorogation may be at hand, and she and her princely consort dance over to Germany, giving a friendly shake hands with the King of Prussia on the way—and in the circle of her husband's family, enjoy less of the mere pomp of royalty than of the domesticity of a kindred.

Par parenthese, in writing the word husband with reference to Royalty, it jarred upon our ears, from our memory of its awkwardness upon such occasions, and of its being unmentionable as a matter of etiquette. In the code of politeness we are told, "Never say how is your wife, your mother, your husband, your grandmother?" and *mi rien en menter*, that two of the strangest offenders against this rule were Nollekens the sculptor, and Delpini the Clown. Nollekens invariably asked George the Third "how his wife and family were doing?" and Delpini once said to the Duke of York, whom he was getting to interfere with Sheridan for the payment of his salary—"Sare, if he no pay me soon, I shall be put in your papa's bench," meaning the King's Bench Prison.

Mais revenons à la Reine. and the Royal visits. The rumour that her Majesty would revisit Louis Philippe at the chateau d'Eu has been dispelled by a paragraph in the *Globe*; nevertheless the King of the French has been preparing his palace for some other guest of sovereign distinction. Our own courtly hospitality to Royalty, is at present confined to the King of the Netherlands, who goes about with his suite enjoying him an ease, freedom, and *bonhomie* which it is quite refreshing to encounter in a world of fashion.

The foreign chit chat is rather significant than important; it piques curiosity more than it stirs reflection. The marriage of the Queen of Spain is a topic which politicians have continued to tag upon her journey to the Basque provinces; though her little Majesty declares that it is for the benefit of her health, and by the order of her physicians, and not to negotiate herself away to the son of Don Carlos, that she has devised this romantic expedition. Out of Spain, are whispered reasons for the journey of another and more peculiar kind.

At last a proclamation has taken place of the Annexation of Texas to America. It is the voluntary act of the Texan Legislature. We have yet to learn what Mexico will say to the business, and how far European mediation will stir or stay. At present America "guesses" that she has "tarnation" baffled the foreign diplomacy of this quarter of the globe.

In France the press is still talking of the "National Massacre," as Pelissier's crime has been sarcastically designated.

A dash of regretful feeling must mar the lightest spirits in this crisis of railway speculation, to find that while the Legislature is honestly engaged in the detection of imposture and in a desire to establish a general extension of trade benefit to the community—flashes of horrible misadventure alarm the public mind from similar sources of wealth and convenience already sustaining the traffic and the travel of a large body of the people. The accidents on the South Eastern, Dover, and London and Birmingham lines, really strike a panic to confidence; and again press but with too powerful warning, the immense responsibility of their management upon railway companies, and the almost prescient care, knowledge, and caution which the public have a right to demand.

In domestic affairs, the working of Magisterial Law in the rural districts is still so cruel, that the voice of grievance is loud indeed. The sad case of Eliza Price, which a Committee has reported upon, and for which Sir James Graham has already passed censure upon Mr. Briscoe, the magistrate, has been succeeded, in the same quarter, by abuses of the same kind, and enacted, too, under the same *employé*, under the same magistrate. Two little girls, accused of a penny theft, have been chained four days and nights, without a bed, and handcuffed together in the kitchen of one Constable Oxson (an old notoriety), who brought them at last before the same Mr. Briscoe, who has been reprimanded in the case of Price. Of course, there will be a new investigation, for he poor may not be treated thus!

The quarrel between the Press and the Bar thickens, and we are sorry to see it so; although we know that the Press must have the best of it, and in a victory gained at a fatal cost to the forensic services. Another circuit has proclaimed a resolution to "exclude from the bar mess" those of its members who report in the Law Courts for newspapers! We need not enter into the question of the absurdity of such a resolution in this Ramble of Chat.

Ireland is comparatively tranquil—Dan, however, has been spouting pretty vociferously at Galway—and Mr. Lucas's resignation created an undercurrent of political speculation.

Let us now look out for the sunshine, and hope for the harvest.

THE THEATRES.

HER MAJESTY'S.

Of late choreography has been in the ascendant at this theatre. The unprecedented combination of the greatest "stars" of the ballet in the world, and the appearance amongst us of Taglioni, so soon to be lost to the stage, have almost engrossed even that portion of attention and interest which properly belong to the musical part of the entertainments, and to the great lyrical geniuses which it presents to us. On Tuesday, however, though the opera "La Sonnambula" was somewhat curtailed to make room for the appearance—each in her separate *divertissement*—of Lucile Grahn, Cerito, and Taglioni, the warmth of applause bestowed on the efforts of Mario in the splendid finale of the first act, and of Castellani in the "Ah non giungo," even surpassed that lavished on the divinites of the ballet. Well indeed was the performance of the "Sonnambula" worthy of such a preference. We fancied that Castellani rather wanted her usual vigour and power of intonation, but her exquisite feeling of the music, and simple, tender, acting, were more than sufficient to compensate for such a deficiency, if it existed. Mario, on his side, in the finale we have mentioned, and in the "Il più tristo del mortel" was admirable; his voice appeared to us to have been gradually acquiring additional sweetness, and his style more expression and pathos, but, on the other hand, there is still, at times, a vexatious want of energy in the performance of this gifted artist, and it is above all remarkable in the last touching scene of this opera. In spite of the attractions offered by Bellini's charming music thus executed, we must confess that on Tuesday Lucile Grahn caused us no little distraction in "La Bachelante," which was introduced between the acts. Her steps are certainly wonderful; the opening one is perhaps the most perfect and graceful imitation of flying that has been yet achieved, while the little twinkling *pas* with which she concludes, are no less remarkable. To offer a contrast to this classical dance, which carries the imagination back to the days of heathen mythology, the "Manola" of Cerito and St. Leon, so gay and so characteristic of a modern nation, was next given. This dance is deservedly a great favourite with the public, and always elicits universal applause; on this occasion it was warmly encored. It possesses much of the national peculiarity, but at the same time avoids those ungraceful *tours de force* of the legitimate Spanish dance, which strongly savour of a barbarous origin, and cannot please, though they may astonish and amuse, a refined audience like that of the Italian Opera in London. St. Leon performs his part in this dance with a grace and agility which is truly admirable; but enthusiastic as is the applause La Cerito obtains, we cannot join in it without reserve; for, pretty as she looks, and graceful as she always is, the precision and neatness requisite for a character dance like this, are not her forte, and do not belong to her peculiar style.

"Diane," the novelty of the past week, has been highly successful. The first effect of the scenery is charming; the idea and subject are highly poetical, and are done more than justice to by Taglioni and Perrot. There is an ease and repose about Taglioni, which marks, more than anything else, her peculiar talent and style of dancing. The difficulties she executes, are attained to by almost all first-rate *ballerines*; her peculiarities in other respects may be imitated, and are now become, in fact, the standard of the best style of dancing; but the quietness, the facility, and total absence of effort, remarkable in her performance, are the true characteristics of genius, and belong only to the greatest amongst her rivals. Thursday night's performance, for the benefit of the gifted *danseuse*, gave full opportunity of judging of these qualities, and of the variety and extent of her resources, from the number and wide contrast of the different dances in which she appeared—in all of which she has at one time or another been triumphant.

There has been another week of inactivity at the theatres, which have, however, been well attended, although town is rapidly thinning. The "lion pianist," Leopold de Neger, has been engaged for six nights at the HAYMARKET, and his extraordinary performance has been nightly applauded to the echo. Beyond this we have nothing to report, except a vague rumour that COVENT GARDEN is to be opened for the winter.

A new comedy is to be produced at the LYCEUM on Monday: it is written by Mr. Milnehan; and a new burlesque is in preparation, by the authors of "Valentine and Orson," "Cinderella," &c., founded on one of the stories in the "Arabian Nights Entertainments."

Mr. and Mrs. Caudle, of ubiquitous celebrity, are advertised to make their appearance at the HAYMARKET this evening, supported by Mr. Buckstone and Mrs. W. Clifford.

Miss Woolgar takes a benefit at the Adelphi on Wednesday, when "Sweethearts and Wives" will be represented, the fair *beneficiaire* playing the character of Laura. In addition to this, some of the stock favourite pieces will be performed.

MUSIC.

THE CONCERT SEASON OF 1845.

A curious document has been published, containing a list of the musical meetings in the metropolis during the season. The statistics are of value for reference, but the provincial professor and amateur will not be ungrateful for some additional information as to the details of the annual displays of art.

The lovers of sacred music have resorted to Exeter Hall, for the grand performances, by the Sacred Harmonic Society, of the sublime oratorios of Handel, Haydn, and Mendelssohn. Established in 1832, this institution is now regarded as national in its objects. The time, however, will come, when it will occupy a much higher position in our musical annals. The members are careful, no doubt, for the exertions of the professional men, who, at an early period, brought them into notice; but when, in the nature of things, the question shall be mooted of the engagement of a new Conductor, the choice will become of the deepest interest, and it will be expected that the Sacred Harmonists shall select such a master spirit for the responsible position, that their fame will no longer remain at a fixed point. With effective organization, the triumphs of art may be rendered complete. It is proper that the Practical should be attended to, but the Ideal in Music is a development not to be neglected.

The Melophonic Society, established in 1841, has held its meetings at the Music Hall, Store-street. This is an offshoot of the Harmonists. To the Melophonists one piece of advice must be tendered; namely, to enlist more artists amongst them.

The Choral Harmonists, established in 1834, have been making way. Their concerts this year at the London Tavern were of much interest as works were heard, excluded from Exeter Hall by the rigidity of the regulations.

The Ceciliaans congregated as usual in Aldersgate-street, and maintained their fame of sixty years' character.

The Ancient Concerts, established in 1776, achieved additional glory at their eight concerts, by the introduction of gems from the stores of the old masters. The research and learning of Sir H. R. Bishop, the conductor, have produced the most curious and interesting results. Although the Earl of Westmoreland, who is a most accomplished amateur, has not been able to take his usually active part in the direction, being absent on his diplomatic duties at Berlin, his Lordship's place has been ably filled by Prince Albert, whose enthusiasm has been remarkable in the rescuing from oblivion of many noble works. To his Royal Highness were the subscribers indebted for performances on many antique instruments. The Prince is most zealous in his endeavours to keep alive the taste for music.

It should be mentioned that the series of concerts given by Miss Mounsey, at Crosby Hall, afforded the city amateurs excellent opportunities of appreciating the beauties of sacred music.

The lovers of madrigals had their hearts content at the meetings at Freemasons' Hall, of the Society which dates from 1741, and of the modern one of 1840, the Western Madrigal Society, greatly increasing in fame.

The harmonious *réunions* have been the Melodists (1825), the Albey Glee Club (1842), the Round and Catch Club (1843), the Catch Club (1762), the Glee Club (1787), and the Concertores (1795). Another class of entertainment has been the illustrations of Scotch, Irish, and Gipsy melody, by Wilson, Lover, and Ransford. The two former have enjoyed much popularity, but the latter was of too coarse a nature for these refined times.

The four concerts of the Royal Academy of Music, established in 1822, have been creditable to the establishment, although it has been a matter of regret that the powers of the pupils have been, in too many instances, overtaxed, and that a disposition exists to bring them before the public prematurely. This, by the way, is a besetting sin among English students in music. The moment the indications of a voice appear, a *début* is made, before the best exercises are even acquired.

Of the eight concerts of the Philharmonic Society, founded in 1813, and the instrumental glory of this country, we propose, at a future period, to speak in a separate article.

We now come to a class of concerts which seem destined to exercise an important influence on art in this country. That the taste and intelligence of amateurs have elevated the character of music and musicians, there can be little question. We have no wish to underrate the exertions of professors, but they are generally too confined to mechanical details to attend to progressive development in art. The formation, this season, of the Beethoven Quartet Society, will be indeed memorable in our musical annals. The chorus of classic composition, and the inspiration of genius, have there found devoted worshippers. The varied phases of Beethoven's musical works were presented in one programme. To Mr. Alsager, a well-known amateur, appertains the glory of having established these delightful meetings, at which the great executive skill and profound feeling of Sironi, Vieltumps, and Sainton, alternating in the first and second violins, the Milanollo, the excellent taste and judgment of Rousseton on the violoncello, and Hill on the tenor, were displayed before enthusiastic admirers.

The *réunions* of the Musical Union, founded in 1844 by Mr. Ella of the Opera orchestra, were another source of delight to the admirer of the ideal. The cause of classical music had another eloquent champion in Blagrove, to whom, in fact, the honour is due of having established Chamber Concerts in this country. The series of concerts given by Mr. Lucas, a violoncello performer, and a composer of great merit, the pianoforte *matinées* of Moscheles, and the *soirées* Madame Duicken and Mr. Dando, were also homages to the genuine beauties of musical composition. The British Musicians, established in 1834, at their concerts at Era's Harp Salon, fairly vindicated their claims to be enrolled as supporters of art. There was a less exhibition of prejudice, and an increased diminution of cliquism, which promise well for the future. The Young England party received a death-blow, and its ruffianly journalism put down and exterminated, it is hoped, for ever.

The concerts of individual speculators have been numerous this year, not less than seventy in fact; of the higher class were those of Sterndale Bennett, Cipriani Potter, the Choral Fund, the Society of Female Musicians, Mr. John Parry, Mr. and Mrs. W. H. Seguin, Mr. Richards, Mrs. A. Shaw, Miss Hawes, Grattan Cooke, Miss Bolby, Mr. Osborne, Madame Duicken, Mrs. Anderson, Caradori Allan, Benedict, Leopold de Meyer, Standigl, Madame Puzzi, Brizzi, Muhlenfeldt, Hanemann, the Milanollo, Oury, Ella, Wallace, &c. The schemes of these concerts deserve more notice than our space will allow us to give in the present summary, which is intended to afford a notion of what has been done in quantity more than in quality. On the latter head we shall have something to say in a future article.

DRAMATICAL AND MUSICAL CHIT CHAT.

The musical expeditions commence immediately after the closing of the Opera, which supplies artists for three parties—the first consisting of Grisi, Mario, Lablache, jun., Benedict, and John Parry; the second of Rossi Caccia, Brambilla, Moriani, Gullinari, and Puzzi; and the third of Castellani, Fornasari, Brizzi, and Miss Dolby. Miss Deley, the daughter of Rophino Lacy, is engaged for a tour in the United States. Ariot, whose decease we announced last week, was brother to the celebrated performer on the kettle-drums, and to the Chorus Master in the Brussels Company.

Next Thursday night's performances at her Majesty's Theatre will be most brilliant. That clever artist, Fornasari, takes his benefit on that night, and "La Gazza Ladra" will be performed for the last time this year. The *caste* is admirable, including Grisi, Brambilla, Mario, Fornasari, and Lablache. "Alma, ou la Fille de Feu," that splendid ballet in which Cerito has achieved such triumphs, will be revived, and numerous other entertainments will be given, in which Castellani, Rossi-Caccia, and Moriani will appear. Lucile Grahn is also included in the choreographic department.

THE LATE AUGUSTINE WADE.—(From the *Liverpool Chronicle*).—"Closely following to the chamber of death (those choice spirits, Hood, Blanchard, Barham (Ingoldsby), Augustine Wade has to be added.—I knew him well." Three or four years beyond forty were the days of his wonderful life; but for his modesty, he would have been held up as a prodigy in learning. He was a profound musician, critic, author, and composer; one of the best linguists of the day, in tongues living and dead; he was a mathematician, knew chemistry, surgery, anatomy—in a word, his stores of varied knowledge were prodigious. In conversation, Wade never was at fault; in the dry politics of the day, though no one ever saw him read a newspaper, he mastered everybody. As a musician and a classical scholar he will long be remembered. His rapidity at notation as a musical composer, when in the vein, was miraculous. "O Meet Me by Moonlight," a ballad, for which he got about fifteen pounds sterling, cleared more than many thousands for the publishers! He composed it, words and all, while his dinner—a rump steak, or something of that sort—was being cooked. For some time he was a member of "The Owls," a social, literary, and dramatic society. Among other things, it was the custom to put questions in various languages to "the bird of Minerva," perched over the chairman. The hooting of the owl—which really appeared to know what was going on—was given by the chairman in a translation; a free one, if apt and witty, was held equivalent to a more learned one. A composer of eminence, an Israelite, one evening wrote down a question in Hebrew; the owl hooted, but the chairman, one of the most successful dramatists of the day, could make nothing of the Hebrew; Wade slyly got a hold of the slip of paper, translated the question, and handed it unobserved to the chairman, who thus confounded his querist. Poor Wade had long suspected he was troubled with a disease of the heart; this and general debility rendered him inert; fond of a seat in a corner and social conversation. A post mortem examination showed that he was right with respect to the heart; the brain was soft; but all the other appearances were those of a tolerably healthy subject. Mr. Wade was an Irishman, and a great honour to Trinity College, Dublin, where he was educated."

The brig *Seawitch*, Captain Baker, has arrived at Plymouth from the coast of Africa, having passengers, John Macdonald, able seaman, and William Honey, boy, belonging to the brig *Courier*, Capt. W. Vaughan; and George Osborne, seaman, belonging to the brig *Margaret*, Capt. Northwood. These men are the last of those captured by the Moors last year at the Bay of Aguin, on the north-west coast of Africa, when in search of guano. Macdonald describes their captivity as being one continued succession of misery. They left London on the 29th of April, 1844, and when in a boat endeavouring to barter with tobacco, &c., for the redemption of Captain Northwood and part of the crew of the *Margaret*, were treacherously assailed by the Moors, on the 1st of June. The mate and three of the hands belonging to the *Courier* were shot dead. The above individuals were ransomed on the 1st of May last, through the humane and indefatigable perseverance of Captain Isomonger, of the bark *Africamus*.

EVERY BODY'S COLUMN.

EVENING MELODIES.—NO. XIV.

The curfew had toll'd, and the wave, as it wander'd,
Caught the last ray of sunshine that fell on the glen;
I stood 'neath the boughs of a willow, and ponder'd,
As e'en the most thoughtless will ponder just then!
And I mark'd, as I gaz'd on the scene, that the willow
Refr'd the sad mourner that droop'd by its side;
Whilst, in bending to take what it offer'd, the willow
Cast a shade on the river, and darken'd his tide:
And thus, I exclaim'd, through our lives we shall find it;
Thus ever 'twill be from this hour till we die:
Each bright wave of bliss has its willow behind it,
And each trouble its waters of comfort hard by!

Oh! did Joy ever visit mankind unattended,
Who is there could bear the bright glow he would cast?
And when Sorrow appears, were that Sorrow unblended,
Who is there whose patience could hold to the last?
But Heav'n bids them travel so close that they borrow
Here a ray to refresh, there a gloom to alloy;
For the light from Joy's lantern just rests upon Sorrow,
While the shadow of Sorrow falls sadly on Joy!
Strange thoughts make the tone of our ecstasy falter,
While in moments of grief comes some hope to illumine;
And thus we shed tears as we stand at the altar,
And oftentimes smile as we bend at the tomb!—R. R. S.

WORLDLY WISDOM.

"Do you take a newspaper?" "Yes." "What one?" "Any one I can lay my hands on."

MALLEABLE GLASS.

The *Segusian Mercury* states that a most marvellous discovery has been made at Saint Etienne, of rendering glass as malleable when cold as when first drawn from the pot. This substance, which is called *Silicon*, combines with various substances producing the most brilliant colours, and can also be obtained opaque, or transparent as crystal. Its specific gravity is 2.85, water being 1.00. It is very ductile and malleable, and neither air nor acids act upon it.

COBBETT ON DUELLING.

Cobbett, when challenged to fight, recommended the challenger to draw a Cobbett in chalk upon a door, and if he succeeded in hitting it, to send him instant word, in order that he might have an opportunity of acknowledging that, had the true Cobbett been there, he in all probability would have been hit too. But hit or not hit, the bullets would have no effect whatever, he maintained, on the original cause of quarrel.

TO THE MEMORY OF THE LATE AUGUSTINE WADE.

The glow of his brightness is o'er,
The harp of the minstrel is still,
And the strains shall sweep o'er us no more
That were wont through our bosoms to thrill;
For the spirit hath burst from the clay
That on earth's dreary confines it wore,
And proudly is winging its way
In the realms of the blissful to soar.
And bright be its dwelling with those
Who have heavenward pass'd to their God,
For never a purer soul rose
On its pinions above this frail clod.
With a mind ever ready to burst
Through the darkness of poverty's pall,
In humanity's cause ever first,
With a heart sympathetic for all.
Oh! silently lay him to rest,
Where the sunbeams may lovingly play
On the turf that grows over his breast,
Like the smiles of the form pass'd away;
And the wind, at the still hour of even,
That over him tenderly sweeps,
Will come, like a sweet voice from Heaven,
To whisper how softly he sleeps.

Southwark.

J. B.

A QUIETUS FOR CROSS BABIES.

We copy the following recipe from a country paper:—"The only requisite to quiet the squalling, squealing, miserable little wretch of a baby is that it shall possess a nose. In the midst of its screaming press your finger gently and repeatedly across the cartilage of that useful organ, and in less than two minutes it will be asleep. The eastern paper from whence this important discovery is derived says in one minute, but we allow two to prevent disappointment."

CONSUMPTION OF COAL.

The discrepancy in the comparative consumption of coal in the north of England and in London is very great. It is stated, on good authority, that the amount of coal consumed, per head per annum, by the populations of York, Durham, Northumberland, and part of Lancashire, is from one and three quarters to two tons and upwards, including men, women, and children; whilst in London, with all the demands of steamers, factories, mills, and manufactories, it is only about one ton per head per annum, one-third of the whole amount being required for manufactories, &c.

LIBEL ON THE LADIES.

We find the following scandalous slander in the supplement to the *North British Advertiser*:—

Pray what is lighter than a feather?
The dust, my friend, in driest weather.
What's lighter than the dust, I pray?
The wind that waits it far away.
And what is lighter than the wind?
The lightness of a woman's mind.
And what is lighter than the last?
Nay! now, my friend, you have me fast.

UMBRELLA VERSUS PURSE.

An editor "out west" in the States gives vent to his indignation as follows:—"He who steals my purse, steals trash; but he who stole my umbrella—cuss him."

A CAT AND DOG LIFE.

Why is it that a schoolmaster and a schoolboy always lead a "cat and dog" life? Because the master belongs to the *canine* (canine) and the boy to the *feline* (feline) species.

THE WHITE SEA-GULL.

The skylark may spring on his buoyant wing,
The echo of morn to wake
The swallow may lave his wing in the wave
Of the clear and glassy lake:
Of the clear and glassy lake:
The plumed heron takes his path to the lakes
Re food for his young to cull;
But bolder in flight, o'er the waters bright,
Is the gallant white sea-gull.
The eagle soars high, and he waiteth nigh,
In the elain his beak to sheath,
Where the banners are rent, and the spears
Are bent—
The fruits of the reaper Death!
The vultures in flocks, descend from the rocks,
From the dead a feast to cull;
But the war-gory plain ne'er dyes with its stain,
The wing of the white sea-gull.
He comes when the tide is lashing the side
Of the lofty sea-girt cliff,
When the waves roll high 'neath the tempest
sky,
And wreck'd is the fisher's skiff,—
When the storm-clouds black, o'er the ocean's track,
With their heat the billows lull,
In the lightning's beam how brave is the
Of the gallant white sea-gull!

TAXATION OF LUXURIES.

"You bachelors ought to be taxed," said Miss Lackford to a resolute evader of the noose matrimonial. "I agree with you perfectly, Ma'am," was the reply; "for bachelorism certainly is a luxury."

LITERATURE IN FRANCE.

During the first half year of 1844 there issued from the French press 3342 works in all languages, living or dead; 778 engravings and lithographs; 62 maps; and 500 pieces of music.

THE GOLD MINES OF RUSSIA.

By a report sent in by the Russian Minister of the Interior, it appears that the gold and platinum mines of Russia, the former of which were first worked in 1815, and the latter in 1819, have produced, up to the end of 1844, about 9000 pounds (157,000 kilos) of fine gold, valued at 150,000,000 of roubles, or 600,000,000fr., and 2000 pounds (35,000 kilos) of platinum, worth 7,000,000 of roubles, or 28,000,000fr. The gold and platinum mines of Russia are almost all in the Ural and Altai mountains. Two-thirds of them belong to the state and one-third to private individuals, of whom the Prince de Demidoff and the Count de Strogonoff are the largest proprietors.

THE LAND OF LIBERTY.

We cut the following paragraph from the *River State Review*, published, not in the dominions of the Grand Sultan, nor in any other heathen country, but in Marion, Alabama:—"Negroes sold last sale day at the Court House rather high it seems to us for the buyers and the times, but most assuredly not too high for those compelled to part with them. Fellows brought near 650 dollars, average; one brought as high as 692 dollars. Women sold from 500 dollars to 610 dollars, one only bringing the latter sum. Girls about fourteen years old sold from 375 dollars to 400 dollars. Some families sold in proportion much less."

COURT AND HAUT TON.

HER MAJESTY'S PROPOSED VISIT TO GERMANY.

It is now finally determined that the Court shall remain at Osborne until the day before the prorogation of Parliament. Her Majesty will come to town to prorogue the Parliament in person, and the day after will embark at Woolwich on board the Royal yacht for the Continent. This being the case, her Majesty will not be present at the festival at Bonn in honour of Beethoven, as that ceremony will take place on the 10th of this month. It will terminate on the 15th at the island of Nonnenwerth—an excursion by steamboat to that romantic island being proposed from Bonn as a *finale* to the interesting ceremony of the week. Her Majesty's visit to Bonn will be confined to an inspection of the university at which Prince Albert was educated. The palace near Coblenz will be the headquarters of English Royalty during their brief stay in the Rhenish provinces.

It is believed that the King of Prussia will proceed to Frankfurt on the day previous to the arrival of the Queen (which day is not yet positively known), and, after having showed her Majesty all the remarkable places, &c., of that ancient city, escort her to the Palace of Brühl, near Bonn. There is also a report that the Prince of Prussia will meet her Britannic Majesty on the Belgian frontiers, at the railway station of Herbesthal. The *Augsburg Universal Gazette* states that Queen Victoria will arrive at Cologne on the 15th of next month, remain five days at Stolzenfels, thence proceed to Wurtzburg (where her Majesty will sleep for one night) and Bamberg to Coburg.

A Coblenz paper says—"As the day for the commencement of the approaching festivities draws nearer, the bustle of preparation becomes still greater, and a wonderful activity is displayed on all sides. The orange trees and flowers belonging to the garden of the country residence of Eugens, have been removed to Stolzenfels, and the arrangements for the magnificent display of fireworks are proceeding on the grandest possible scale. The ruined and picturesque castles of Soneck, Stahleck, and Rheinfels (the rebuilding of which is contemplated in a short time), will be tastefully adorned with green boughs, flowers, flags, &c. A grand annual religious festival will also take place during the visit of Royalty."

THE KING OF HOLLAND.

The King of Holland returned from his visit to her Majesty at the Isle of Wight, on Saturday evening last, and went to her Majesty's Theatre in the evening.

We have great pleasure in announcing that the Queen, through the Duke of Wellington, as Commander-in-Chief, has appointed his Majesty a Field Marshal in the British Army.

On Tuesday his Majesty held a diplomatic levee at Mivart's Hotel, Lower Brook-street. After the levee, the King of the Netherlands received a deputation of the consistory of the Dutch church, who waited upon his Majesty to present an address of congratulation. The King dined in the evening with her Royal Highness the Duchess of Gloucester, at Gloucester House.

On Wednesday, his Grace the Archbishop of Canterbury had a lengthened interview with his Majesty. Lord Fitzroy Somerset and Lieut. Gen Sir Willoughby Cotton were subsequently favoured with audiences. At two o'clock the King and suite left town, *via* the South-Eastern Railway, on a visit to the Duke of Richmond. His Majesty was taken to the terminus in one of the Queen's carriages.

We understand that the King has accepted an invitation to dine with the Archbishop of Canterbury and Mrs. Howley, at Lambeth Palace: Monday, we hear, being the day appointed.

THE DUCHESS OF KENT.—A letter from Vienna, of July 22, says:—"Her Royal Highness the Duchess of Kent left this city yesterday."

DEPARTURE OF THE DUCHESS OF CAMBRIDGE.—The Duchess of Cambridge and the Princess Mary have left London for the Continent.

MARRIAGES IN HIGH LIFE.—On Monday the marriage of the Lady Mary Agar, only daughter of the Earl of Normanton, with the Earl Nelson, was solemnised at St. George's Church, Hanover-square. The Earl of Normanton afterwards gave a splendid *déjeuner* at his residence in Seamore-place, to a distinguished party, among whom were the Duchess of Gloucester and the Duke of Cambridge. On Tuesday the marriage of Lady Frances Howard, third daughter of the Earl and Countess of Wicklow, and the Hon. Colin Lindsay, youngest son of the Earl and Countess of Balcarres, was solemnised at All Souls' Church, Portland place. After a sumptuous *déjeuner* the bride and bridegroom started for Anglesea-ville, near Gosport, to pass the honeymoon.

LAW INTELLIGENCE.

RIVAL AUTHORS AND THEATRICAL DISPUTES.—MATHEWS V. WEBSTER.—In the Vice-Chancellor's Court, on Tuesday, an application which had been before made was renewed, arising out of a dispute between Mr. Mathews and Mr. Webster. The plaintiff is Mr. Charles Mathews, the well-known actor, and the defendant is Mr. Benjamin Webster, the lessee of the Haymarket Theatre, and the object of the bill and of the motion is to restrain the latter from acting a comedy called "Used Up," without the plaintiff's leave, and from publishing to the world, through the medium of the playbills, that Mr. Bourcicault is the author of that work.

Mr. Romilly and Mr. Rogers, for the plaintiff, stated that that gentleman, while in Paris, in the month of November, was much struck by the merits of a piece which was then brought out at one of the theatres of that capital, under the name of "L'Homme Blasé," and that on his return to London he had some communication with Mr. Webster on the subject. The latter, who had already applied to Mr. Dion Bourcicault, a dramatic author, to translate the piece, arranged with Mr. Mathews that this translation should be submitted to him, and should be brought out with such alterations as he should think fit to make. Mr. Bourcicault's play was then perused and altered by Mr. Mathews. Respecting these facts there seemed to be no dispute; but the whole question turned on the amount and extent of these alterations, Mr. Mathews contending that they were of so important a character as to amount to a re-writing of the play, while Mr. Webster, supported by several witnesses, alleged that they did not exceed that conventional limit which custom authorises actors of eminence to make in the parts which are assigned to them. It appears that Mr. Bourcicault gave his translation the title of "Bored to Death," and the name which the comedy now bears was given to it by Mr. Mathews. This in itself, Mr. Romilly contended, was an important alteration, as much of the success of a play might depend upon its bearing a title calculated to attract the attention of the public. "Used Up," for example, might awaken public curiosity, while "Bored to Death" might make people dread the fate which such a title portended.—The Vice-Chancellor: At the end of a long argument learned counsel may often be said to be "used up," and—Mr. Romilly: And the learned judge "bored to death!" A good play without a good title might be played several times to empty benches, and fail. But, independently of the title, Mr. Mathews had changed many other passages, and now he asserted that no person had a right to act the play as altered, and under the title in question, without disputing the right of Mr. Bourcicault to the play as originally written by him, or to any other adaptation he might make of the French play. Mr. Webster's version of the whole transaction differed in many respects from Mr. Mathews's. While the latter represented Mr. Bourcicault as merely employed to execute the drudgery of the task, *viz.*, the translation to lighten Mr. Mathews's labours in adapting the play to the English stage, Mr. Webster stated that Bourcicault was employed by him to prepare the French play for this theatre; that he paid him for his labour, and purchased the copyright from him; and that he registered this copyright at the Dramatic Authors' Society, of which Mathews was himself a member. Mr. Mathews alleged that he had attended the rehearsal of the piece as its author, and in that character had read the play in the green-room to the assembled actors and actresses. On the other hand, this was met by the evidence of three witnesses, who stated that when they met in the green-room for the purpose above mentioned, considerable delay occurred by the absence of Mr. Bourcicault, whom they expected, as the author, to read the piece; that after waiting some time, Mr. Mathews was requested to read the play, which he did, after expressing some doubts as to being able to decipher the hand writing; and that shortly afterwards they heard him say to Bourcicault, who was then in the green-room, "You are a pretty fellow, to leave me here to read your play in your nasty cramped hand." Again, Mr. Mathews alleged that he had claimed from the beginning to be named as the author of the piece, if it succeeded, and that he was accordingly so named in all the bills, after the sixteenth representation. Mr. Webster, with reference to this part of the case, said the play had been acted anonymously sixteen times, and that he had prepared a draft play-bill for the seventeenth performance on the eve of his departure for Dublin; that in that draft he had made no mention of Mr. Mathews as the author; and that on his return to town, after the absence of a fortnight, he had been surprised to find the bill had been changed, by the introduction of Mathews's name; that not thinking the matter of any importance, he had acquiesced in the continuance of his name as the author. Mr. Bourcicault also said that Mr. Mathews had asked him to allow him (Mathews) to appear to the world as the author, as such an arrangement would prove advantageous to him in his provincial engagements; and that he (Mr. Bourcicault) having no desire to see his own name connected with a mere adaptation of a French work, had consented.—Mr. Wood and Mr. Beavan, for the defendant, said that the case which the plaintiff now made upon his affidavit altogether negatived his claim to the authorship of the piece, and therefore rendered the fact of the announcement to that effect as of no importance. It was a fact admitted by both parties to be inaccurate, and therefore might be wholly withdrawn from the consideration of the case. The utmost that the plaintiff now claimed was some alterations and additions to the work of Mr. Bourcicault. The evidence of several witnesses, upon their affidavits, in contradiction to the statement of the plaintiff, showed that the additions of the plaintiff had not, and, until this claim had been set up, were never dreamt of as establishing any right of authorship or copyright in them.—Mr. Romilly, in reply, remarked upon the registry of the play in the name of the defendant, as being without the knowledge of Mr. Mathews, and therefore as a fact which could not prejudice him.—His Honour (Sir J. Wigram) said it was unfortunate that the infirmity of human testimony was such, that little

reliance could be placed upon it when exact words had to be established at a distance of time. He had no right before him which he could try: the question was, what was the nature of the original transaction between the parties, and that he was unable to make out. If Mr. Webster had gone to Mr. Mathews and said, "Here is a translation of a French play, take it, and make an English comedy out of it, he thought Mr. Mathews might, in such a case, claim the copyright. But if Mr. Webster had said, "I have had 'L'Homme Blasé' translated by Mr. Bourcicault, touch it up and adapt it for the stage," he did not see that Mr. Mathews by so doing became the author of it. He had felt disposed to act according to the admission on the play bill, and he had called for some explanation from Mr. Webster; and, although that explanation was not in all respects satisfactory, it occurred to him whether it did not leave the case in that degree of uncertainty which prevented him from acting safely in it, but it had been shown, on the evidence of several witnesses, that many acts had been done by Mr. Mathews tending to show that, at one time, he did not claim the authorship of the work. After some further observations on the pleadings, and on the departure of the affidavits from the case made by the bill, he refused the injunction, but retained the bill, giving the plaintiff leave to establish his right at law. Mr. Rogers then obtained leave to amend the bill.

ACCIDENTS AND OFFENCES.

COLLISION ON THE LONDON AND BIRMINGHAM RAILWAY.

On Tuesday morning a violent collision, attended with the most serious consequences, took place on the line of the London and Birmingham Railway, near Chalk Farm, and within a short distance of the Camden Town station.

The mail train, which leaves Birmingham (having previously arrived from Liverpool), at fifty-five minutes after twelve o'clock, is due at the London terminus at thirty-two minutes after five o'clock. About a quarter past five o'clock this train arrived at the Chalk Farm end of the tunnel, and proceeded at full speed onward toward the platform at the Camden station. The train, which consisted of from ten to sixteen carriages, including the trucks and post-office vans, continued its progress, until, arriving on the London side of the Chalk Farm Bridge, where the down luggage train, which was some few minutes behind its time, was at the time crossing from the branch curve lines or "siding," leading to the luggage storehouses, onto the main down line.

The fog or dew rising was so thick that it is described as utterly impossible for any one to see beyond twenty or thirty feet before them; and the result was, that before any measures could be taken to stop the speed of the mail train, then going at a rate of upwards of thirty miles an hour, it ran into the luggage train, dashing three of the luggage vans and three of the carriages in the mail train literally to atoms. The mail train contained, at the time of the collision, from sixty to seventy passengers, and it is considered almost a miracle, that at least twenty or thirty persons were not killed.

The screams of the women and the general scene which presented itself at this moment, was appalling in the extreme. Many were taken out from amongst the fragments of the carriages in a fainting state, whilst others were seen with the blood streaming down their faces, occasioned by the injuries inflicted on them by the broken glass. Surgeons were sent for in every direction, and the attendance was most prompt. The second carriage from the engine was a first class carriage, and jammed between the seats was discovered an elderly gentleman, who was subsequently ascertained to be Mr. Dean, engineer, of Birmingham, and agent to the Earl of Devon, who was on his way to London, upon some urgent business. After considerable difficulty, the removal of the unfortunate gentleman from the carriage was effected, and it was then ascertained that his left leg was completely crushed, and the bones protruding through his trousers. At his own request, Mr. Dean was at once placed on a litter, and conveyed to University College Hospital. The other sufferers, having been attended to, were removed in cabs to their various destinations. Four were ascertained to have been seriously injured, but although many were very much bruised and cut with the glass, their injuries were not of an alarming character. The injury to the leg of Mr. Dean rendered amputation necessary, as it was a compound fracture, with the knee joint implicated. The operation was performed by Mr. Morton, one of the surgeons of the hospital, in the presence of Mr. Liston and several other surgeons.

The concussion took place at about 100 yards from the bridge, and it is astonishing to observe that the particular carriage which the engine first struck, was scarcely damaged, yet the rest of the carriages on the train were literally smashed to pieces, and their contents distributed on the line.

The mail bags were despatched without any delay, and in two hours after the line was in a condition for the next train to pass.

On inquiring, on Thursday, at University College Hospital, as to the state of Mr. Dean, the answer was that that gentleman is progressing favourably, although at present no decided opinion can be formed of the result of the injury. He is cheerful, and bears his misfortune with the greatest fortitude.

The following report respecting the accident has been sent by the railway authorities to the Board of Trade:—

The Lancashire mail train, which is timed to arrive at the Euston station at 32 minutes past 5 a.m., entered the Camden station at 5 a.m., as the first goods train from London was crossing to the down line to proceed on its journey. The consequence was a collision, which forced the engine tender and parcel van in front of the mail train off the rails, injured some of the waggons and carriages, and caused the fracture of a leg of one of the passengers in a second-class carriage, and several severe cuts on the face and head of another passenger, by the breaking of the glass of the *coupé* of a first-class carriage, in which he was riding with his face to the engine.

It does not appear that any more passengers were injured.

In reporting these occurrences for the information of the Lords of the Privy Council for Trade, I would invite attention to the following facts:—

1. That the mail train arrived at the Camden station 15 minutes before its time.
2. That the goods train, on the other hand, was 50 minutes later than its regular time of departure, owing to the unusual number of trucks which were to be conveyed.
3. That, although the policeman at Chalk-farm bridge had turned on the red signal when the goods train began to move, there was so much fog that the driver of a train coming out of the tunnel could not well have seen the signal, and consequently that in not going forward to communicate with the policeman at the south end of the tunnel, according to the orders provided for this especial case, the policeman at the bridge failed in the performance of his duty.

R. CREED.

ALARMING ACCIDENT ON THE SOUTH-EASTERN RAILWAY.

On Monday evening, a serious accident took place on the South-Eastern Railway. The train left Dover at half past six, and reached the Tunbridge station at about eight. Here the rearmost carriage had to be detached, and the man who performed the operation neglected to place the red lights which were at the back of the detached carriage upon the last carriage of the train which proceeded onwards for London. The error was, however, speedily discovered, and a spare engine which was standing at Tunbridge was dispatched to the next station with the necessary lights, the driver of which was made fully acquainted with all the circumstances of the case; but it is considered that he acted very incautiously, and to him is to be attributed the accident. But he states that the evening was dark and misty, and that he was not able to see anything upon the line; and no signal having been made, as he states, as he neared Penshurst, he continued his course at a rapid rate, in the hope of overtaking the train.

Upon arriving at the Penshurst station, however, without being able to give the slightest previous notice, he ran the engine into the hindmost part of the train, the buffers taking the door off the carriage, which was raised upwards, and penetrating the bottom of the second and third in the tier. The result was that the whole of the passengers of a full train were thrown forward with great violence. The crash was dreadful, and their screams were terrific. Fortunately there were in the train the resident engineer of the line, Mr. P. W. Barlow, and Mr. Stephenson, the engineer, as well as three medical men. An indescribable scene of confusion ensued; not less than twenty persons were bleeding from a variety of contusions, and several who were considered to have been the most severely injured were taken into the station, and information of the occurrence was conveyed to Mr. Creasy, surgeon, of Edinbridge, Mr. Gregory, of Leigh, near Tunbridge, and Mr. Picking, of Penshurst, the latter of whom with his assistant, promptly attended. Upon examining the wounded, it was found that one gentleman had his jaw broken, and his teeth driven in; another had his leg fractured, and another his spine materially injured. Indeed, there were six who were severely hurt, but no lives were lost. A young lady, with an infant child upon her knee, was considered some time in danger from syncope, occasioned by the injuries her father had received, but she ultimately recovered. All the parties were conveyed to London the same night. Mr. Cubitt conducted the trifling cases to town, and Mr. Barlow, with a special train, taking charge of the more seriously injured passengers. There is no apprehension of a fatal result in any case.

A correspondent of the *Times* gives the following description of the result of the accident. He says—"I remained at the Penshurst station about an hour and a half, and gave my professional assistance to those who most required it; but the many who were suffering from wounds and contusions were obliged to wait for assistance from Tunbridge and Reigate, there being no surgical applications obtainable at Penshurst. Though one gentleman had a broken leg, and another a severe injury of the back, and 30 or 40 were much cut and bruised, I trust there will be no loss of life. We were stationary, or nearly so, when the engine struck us, and experienced two distinct shocks, the second by far the most severe. There were four carriages behind that in which I was seated, all of which were injured, the hind one, which received the blow was smashed to pieces, it being an open second class carriage. Some of the passengers were thrown out of the windows, to which they may in part attribute their preservation, and the guards were thrown several yards. Two or three ladies, sitting in the *coupé* of a first class carriage next to mine, had their heads driven through the plate-glass windows in front, and were much cut about the face. The first effect of the shock was an awful pause of a minute, as if the passengers were bewildered, and then the rush from the carriages of the frightened, the fainting, the bruised, and the bleeding, crying wildly for help, without any appearance of

sympathy or assistance in the confusion which at first ensued, formed such a frightful picture as I hope never to look upon again."

On Wednesday afternoon Captain Charlewood, R.N., of the South Eastern Railway Company, attended the Court-house, Tunbridge, before Mr. Hare, one of the county magistrates, to prosecute *Joseph Walker*, an engine driver in the employ of that company, for negligently causing the collision. The charge was laid under the 3rd and 4th Victoria, c. 97. The defendant pleaded "Not Guilty." The evidence given was in corroboration of the above account. In answer to a question from Mr. Hare, Marchant, a porter at the Tunbridge station, said decidedly there was no engine at the rear of the train propelling it. The only engines that conveyed the train were in front.

Mr. Benjamin Cubitt, the locomotive engineer of the South-Eastern Railway, was examined at much length. He said that he was in the train in question, and on its stopping at Penshurst, which was about nine o'clock, he was alarmed by receiving a severe shock, as if the train had been run into behind. The train, he should say, had scarcely come to a stand-still, and the concussion was very great. He immediately got out, and went to the after-part of the train to ascertain the cause, and was surprised at finding an engine close in amongst the carriages. His first object was to seek out the driver, whom he found to be the defendant, and asked him how it occurred that he had run into the train. His reply was that he, the defendant, had been sent on to overtake the train, it having gone without the lights. He, Mr. Cubitt, then examined the hind carriage, to see if it had got the signal lights, and perceived that it had none. He found three of the carriages very much damaged—one, a first class, and the others second class carriages. There was much noise, and all was the greatest confusion. He saw several passengers, male and female, bleeding from the face, and noticed some taken into the waiting-room of the station.

Mr. Hare, the Chairman: Do you consider it a judicious step on the part of the officers at the Tunbridge station to send a pilot engine to overtake the train in the manner which has been described?—Mr. Cubitt, after a pause: I do not think it was an improper step; but it was quite a new order to our regulations.

Captain Charlewood, in answer to the Bench, said that the number of persons known to be injured were three; these were Mr. Haines, 131, Cheap-side, compound fracture of the leg, near the ankle; the mother of a guard, recently killed upon the line, dislocation of the right jaw; and Sir George Hayter, slight injury to the spine. There were a number of persons of both sexes bruised and otherwise injured, but he had been unable to learn their names.

The defendant being called upon for his defence, remarked that none of the witnesses ever spoke to him about the train being deficient of the tail lights. He clearly understood them to say, on starting with the pilot engine, that the lights in question were those of the engine; otherwise he should have proceeded with greater caution. He never supposed but what the train had the tail signal-lights, and consequently was on the look out for them. Directly he saw the train, he used every means to prevent the accident, by putting down the break, shutting off the steam, and reversing the engine.

He called a witness to prove this fact.

The Magistrate then retired with Captain Charlewood, and, after a short consultation, returned, when Mr. Hare observed that, after the whole affair had had his best consideration, he was led to believe that the accident had arisen from mistake respecting the order given to the defendant relative to the lights. The fact of the defendant driving the engine at such a fearful rate, with a knowledge of the train's close proximity, was the act of a madman; therefore he was inclined to believe, and he hoped he was correct, that the defendant did not see the danger until the period spoken of. He therefore should dismiss the case.

The defendant was accordingly discharged.

STEAM-BOAT ACCIDENT.—On Tuesday morning, between ten and eleven o'clock, an explosion of steam occurred on board the *Isle of Thanet*, steam-boat, off Blackwall. It appears that the vessel left Nicholson's Wharf, with passengers for Deal, Dover, &c., and on arriving off the Blackwall pier, those on board were greatly alarmed by a sudden rush of steam from the engine-room and pipe. The next moment the poor fellows engaged about the machinery were seen scrambling on to the deck, from the engine room. The captain very promptly brought the steamer alongside the Royal West Indian mail-packet, the *Dee*, and the affair being noticed from the pier, several boats put off to the assistance of the passengers, whose only injury was a considerable spoliation of clothes by the steam and soot. Two poor fellows, however, were much hurt by the steam. One of them, a coal-trimmer, was removed in a boat to the *Dreadnought* hospital ship, off Greenwich. It appears that the pressure of steam broke away the safety valve on the top of the boiler. The vessel was taken back to Deptford to have her damages made good.

SUDDEN DEATH IN THE STREET.—On Monday night, policeman Dentham, while passing on duty through President-street, King-square, Goswell-street, found a woman of highly respectable appearance lying prostrate in the gutter in a state of insensibility. He conveyed her to the station-house in Featherstone street, but on her arrival there she was dead. She was discovered to be a lady named Woolcock, residing at 26, King square; and M. S. Rebecca Coates, a relation who lived with her, who attended at the station house, and identified her, stated that she had lately had two fits, and that the physician who had professionally attended her had cautioned the family that another such attack would in all probability terminate fatally, a prediction which was now awfully confirmed.

DEATH FROM VIOLENCE.—On Wednesday night Mr. Baker held an inquest at the White Bear, St. Luke's, on view of the body of John Ginger, aged 39 years, a waiter, who died under the following mysterious circumstances. Mary Ann Ginger, widow of deceased, stated that on Monday morning, at eight o'clock, the deceased left his home to act as waiter at the Highbury Barn Tavern. He did not return home until five o'clock on the following (Tuesday) morning. He complained of his head, but was unable to explain the cause. He lay down on the floor, and continuing to get worse, witness sent for a medical man. He never rallied, and died at half past 7 o'clock the same evening. She had been unable to ascertain what had become of deceased after he had left the Highbury Barn Tavern. He had been paid at eight o'clock in the evening. The skirts of his coat were torn off when he came home. Mr. James Bruce, surgeon, deposed he was called to deceased on Tuesday afternoon. Found him apparently suffering from violence. He became insensible, and died in that condition the same evening. Deceased never spoke. Witness had made a *post mortem* examination of the body. There were no external marks of violence. On opening the head, he found six ounces of blood between the dura mater and the brain, on the right side of the head, corresponding with a mark under the hair, visible beneath the scalp internally. A blow or a fall would cause it. There was also a corresponding mark of a dent at that part of his hat, on which was some dirt. His clothes were dirty and torn. The appearances witness had described were sufficient to cause death. The Coroner said it was a most mysterious case; it was quite evident the deceased had died from violence, but as there was no evidence to show by whom it was inflicted, he thought that further inquiries should be made, and for that purpose he should adjourn the case.

FATAL ACCIDENT ON THE RIVER.—On Monday Mr. Carter held an inquest at the Hero of Waterloo inn, Waterloo-road, on the body of Ann Lockyer, aged thirty six years, who with her husband, Edward Lockyer, were unfortunately drowned on the afternoon of Tuesday week, whilst on a party of pleasure on the river Thames. The particulars of the occurrence appeared in our journal last week. The body of Edward Lockyer was picked up on the same afternoon near the spot where the accident occurred, and at the inquest held before the same Coroner at the Red House, Battersea, after a full investigation of the facts, a verdict of Accidental Death was returned. The body of the deceased Mrs. Ann Lockyer was not found until Saturday, when it was discovered floating off Waterloo-bridge. In this case a similar verdict was returned.

EXPLOSION ON BOARD THE "WASP" RICHMOND STEAMER.—In part of our impression last week, we stated, that on Friday, a serious explosion of steam took place on board the *Wasp*, Richmond steamer, at Dyers' Hall-wharf. The vessel had not long arrived at the wharf from Richmond, and the usual precautions were adopted so as to carry off the waste steam. The engineer and stoker were engaged in the engine-room, when the former perceived what appeared to him the parting of the connecting steam pipe. He instantly cried out for his comrade to escape, at the same time darting up the steps to the deck. Before, however, he could accomplish that, the steam burst from the pipe with considerable force, hurling the cinders and fire about in all directions. The engineer managed to escape with but a trifling scal to his legs, but the stoker, who enameled Northcote, was unable to make his way out of the engine room, and was consequently exposed to the full action of the steam. He was found, as may be imagined, in a most horrible state of suffering, scalded frightfully. No time was lost in conveying him to St. Thomas's Hospital, where he died on Monday. An inquest was held on the body, at the Hospital, on Wednesday evening. Thomas Clark, who was in the engine-room at the time of the explosion, said he could not account for the accident, unless it was some defect in one of the tubes.—Thomas Meacham, engineer to the Greenwich Iron Company, proved examining the boiler after the accident, and found that it was caused by a defect in the fire tube, which passes perpendicularly through the boiler from the furnace to the funnel. This tube carries the fire through the water, and succeeds in generating steam sooner than the old plan. It was his opinion that the tube had been exposed to greater heat than it was able to bear. The Jury returned a verdict of "Accidental death."

The *Cologne Gazette* publishes a letter from Warsburg, which positively affirms that in the conference of the deputies of the Zollverein, assembled at Carlsruhe, the question of the navigation of the Rhine and of the Maine will be brought forward. Holland and several states belonging to the Zollverein have sent representations on the subject. Bavaria will propose a great reduction, if not the entire abolition of tolls on the Rhine and the Maine.

A letter from the Hague, dated July 28, says, "In the meeting of the committee for completing the Cathedral of Cologne, on the 21st of this month the President read a letter from the Envoy of the Netherlands to the German Confederation, stating that the King of the Netherlands, being much interested in this national work, has been pleased to contribute 1,000 florins towards it. An address of thanks to his Majesty was resolved on."

(Continued from page 73.)

The next station is Marsh Lane, which to describe would be an idle task; and then comes Edmonton, where once the "Merrie Devil" played the strange pranks recorded by the early dramatist; and next to this is Waltham, situated in a pleasing country, famous for its "Cross," and more famous still for its ancient Abbey, in the vaults of which repose the bones of hundreds of the slain at Hastings, and among them the last remains of the ill-fated Harold. At Broxbourne, the next station, the appearance of the surrounding country is very delightful; there is little of the hill and dale, by which magnificent scenery is formed, but there is much to be admired both by the artist and the general spectator. The line then passes through the stations of St. Margarets, Ware, and Hertford. The name of Ware revives the recollections of John Gilpin and his adventurous ride, which Cowper has made immortal—

Said John, it is my wedding day,
And folks would gaze and stare,
If wife should dine at Edmonton
And I should dine at Ware.

Here, also, a few years ago, and here, also, may still remain, for ought we know to the contrary, the great bed which attracted the attention of visitors in days gone by. At Hertford, the county town, are held the assizes, and on the outskirts is the College of the East India Company for the education of its civil officers.

The railway next passes the stations at Brydon, Burnt Mill, Harlow, and Sawbridgeworth—all pleasing villages standing in a good country, well wooded and watered, and luxuriant in its produce. And then comes to Bishop Stortford, at the distance of thirty-two miles and a quarter from Shoreditch, and the old terminus of the branch line now carried on to Ely. The distance between this place and London was performed in the short space of one hour and a quarter, although the train stopped ten minutes at Broxbourne; so that the pace was upwards of thirty miles an hour. Here



LITTLEBURY TUNNEL.

it is that the newly laid down rails commence; and highly to the credit it is of the engineer, Mr. Robert Stephenson, and of the contractors, that the work has been executed in so admirable a manner; during the whole transit of the train, no jolting, no undulating motion was perceptible; the engine and the carriages ran as smoothly as balls on a billiard-table, and not an oscillation was felt. Leaving Bishop Stortford station, the train passed on by Standstead station, close to the pleasant village of that name, by Elsenham and Newport stations; all built in the Elizabethan, or Tudor, style of architecture, neat and commodious; the houses of the last-named village presenting their white sides and fronts to the spectator, and standing out well from the green landscape by which they are surrounded. The scenery here is very delightful—a perfect English landscape, trim, neat, and highly cultivated; a village church—an ancient mansion—on the right hand, Short Grove Hall, the seat of Mr. Smith, a gentleman highly respected in his neighbourhood, and a fine specimen of an English squire. At Wendon station, or rather just before it is arrived at, the railway passes through an embankment of chalk, and a cutting of some length, the only thing of the kind throughout the whole line. At Littlebury are two specimens of tunnelling, the long one about a quarter of a mile, or rather more, in length; the other, shorter. The entrances are good specimens of the bold and early style of arch, over which are, as in our illustration, the armorial bearings of the noble house of Neville and Griffin, Lords Braybrooke. Quarterly, first and fourth, sa.—a griffin segreant ar. beaked and fore-legs or, for Griffin; second and third quarterly; first and fourth, gu. on a saltire ar. a rose, seeded and barbed, ppr., for Neville. Second and third, or fretty sa. on a canton per pale, erm. and gold, a galley, with sails furled, of the second, also for Neville. Badges: on the dexter a rose gu. seeded or, barbed vert;



BRANDON STATION.

on the sinister, a portcullis or. Crests: first a talbot's head erased sa., for Griffin; second, a bull ar. pied sa. armed gold, and charged on the neck with a rose gu. barbed and seeded ppr. Supporters: two lions ramp. regard. ar. maned and tufted sa. gorged with a chaplet of laurel vert. Motto—"Ne vile velis."

We give the heraldic notice of this nobleman more particularly, because it is here that his extensive property is intersected by the railway, and because he has lent the weight of his great interest to its perfecting. His seat, Audley-end, one of the grandest mansions in England, is close by this point, and well deserves the visit of the tourist.

We next come to Chesterford, a small village, in which is the celebrated inn kept by Mr. Edwards, well known, and long frequented, by the aristocratic visitors to Newmarket Races, the turnpike-road to which here branches off to the right of the line, which passes over the old London road.

Whittlesford, Ickleton, and Thetford, are the only places now between Chesterford and the town of Cambridge which require mention. The stations at these places are of the same character as the small stations along the line. The country here loses its picturesque appearance, and is flat and without interest, till the spectator comes in sight of Cambridge. The first thing which strikes the eye on approaching this ancient and time-honoured town and University, is the celebrated chapel of King's College, erected in the reign of Henry VI., and endowed most richly with broad lands and rich manors by that saintly, but unfortunate monarch. Here—

Grateful Science still adores
Her Henry's holy shade;

and here still exists the noblest specimen of Gothic architecture, of its class, in Europe. The four turrets which surmount the corners of the building, are conspicuous at a great distance. The University Church of St. Mary's is also seen from the Railway: a heavy square tower, without ornament or elegance, rises in the view, and attracts the eye.

The train reached the station at Cambridge at half-past eleven o'clock, having passed over fifty-seven and a quarter miles in two hours and forty minutes, the rate of speed, allowing for stoppages, being more than twenty-eight miles an hour!

It was in this town, that something more than two hundred years ago, lived the celebrated Hobson (from whose peculiar mode of doing business, comes the saying, "Hobson's choice—this or none"), the greatest carrier and post-master of his day, in England. The old man lies buried in the town, honoured by an epitaph by Milton:—

Here lieth one who did most truly prove
That he would never die while he could move;
So hung his destiny, never to rot,
While he might still jog on and keep his trot.

Here, also, lies the most celebrated coachman of modern times, the well-known Richard Vaughan, whose *soubriquet* involves the naming of a place not mentionable to ears polite. Alas! what would these men say, could they now behold the railway, and witness the speed of the locomotive engine, with which compared, their utmost efforts would be but the crawling of a caterpillar.

The view we have given of the station, shows that building precisely as it is. It is a light and elegant structure, yet sufficiently substantial

for all the purposes for which it is intended. There are within, commodious waiting-rooms, offices, places for luggage; and, in a word, all that is requisite for such an edifice. In our view, the front, and one of the ends, or sides are seen. The rail outside, and through the arch, are also depicted. The front of the building is supported by fifteen arches. The style of the architecture is Italian. The general effect is exceedingly chaste and appropriate.

The train left Cambridge after a stay of nearly half an hour, and proceeded at a very rapid rate to Ely, passing through Waterbeach, and reaching the Ely station at a quarter-past twelve o'clock. The station here is very plain, but sufficiently commodious for the public. The whole country on both sides of the line between Cambridge and Ely, is one vast plain—a perfect flat, intersected on one side by the "Fenny Cam," and on both sides by narrow canals, or dykes. It reminds the traveller strongly of Belgium, and more particularly of the railroad from Ostend to Bruges. The soil is rich, and there are great breadths of corn land. As you approach the city of Ely, luxuriant meadows are passed through, in which are numerous herds of cows. There are no houses of any consequence to be seen; but in the distance, on both sides of the road, are many farm-houses, barns and homesteads. There is no woodland, and but few trees. The sameness of the scene causes weariness, which is, however, immediately removed on arriving at the station at Ely. As you emerge from this point of the Railway, the Cathedral bursts upon the sight in all its magnificence. It stands upon a hill, or rather a circular mound, and in appearance, almost artificial, covered with the richest verdure, and studded with noble trees. The great tower is majestic; it reaches the sublimity of the style of architecture of which it is one of the most perfect specimens in this or any continental country.

On alighting from the carriages, the whole party from London, and



THETFORD STATION.

those who had arrived here before, by the train from Norwich, made their way up the hill, to get a nearer view of this majestic structure, and to inspect the interior. They were met at the entrance by Dr. Peacock, the Dean of the Cathedral, and several of the clergy, who most kindly explained the history of this great Temple, and acted as cicerone for the visitors.

A few words must be said of the cathedral, for, though our limits

are confined, it would be a most barbarous omission to overlook some description of its beauties. The tower and west front were originally built by Geoffrey Ridel, the third bishop, in the middle of the twelfth century. The whole of the design of that prelate is Norman, the ranges of arches above the basement being semi-circular. In the year 1380 an additional building, sixty-four feet in height, and over that a spire, was added: the spire was taken down some years ago, but the tower still remains, and on the top of it, at this time, there is a small temporary building erected as an observatory for the survey being made by the Ordnance. The portico or entrance is very fine, and on entering the nave, the spectator is struck with the great length west and east. The long vista between the rows of lofty arches affords a fine proof of the sublimity of effect produced by simple grandeur of outline and amplitude of dimension without the detail of ornament. The columns and arches are unadorned. This portion is said to have been completed about the end of the twelfth century. The side aisles correspond with the nave, but the transepts are more decorated. The south-west transept is now restored, or nearly so, and a view of it has been taken by our artist, from which, in our next number, our readers will be able to estimate the singular beauty of the place. We should have given this view in our present number, but want of space has prevented us carrying our original intention into effect. To Dr. Peacock and the Prebends the restoration of this transept is to be



NORWICH STATION.

ascribed, and the public will be their debtors for the great gratification their labours have afforded. The choir is not large, but in admirable taste, and there are some small shrines or side chapels at the eastern end, which are of the more decorated and florid Gothic."

Having brought the London train to Ely, we will say something about the train from Norwich which joined at that point previously to returning to Cambridge. This train passed through Wymondham, Attleburgh, Thetford, and Brandon—at all which places there are stations. The Brandon Station is built of flint, edged with grey-stone and brick of the same colour; the style of architecture is Elizabethan, and the appearance is peculiarly neat. The country here is not without beauty, though it wants the boldness of a grand landscape. The church, on the right hand, is very picturesque. At Thetford the station is built in the same style, and with similar materials. At Attleburgh and Wymondham there is little to be noticed. The Norwich Station is very good, built in the same style as those just mentioned; but larger and more imposing in appearance, and of grey brick and stone. The view from this station of the city of Norwich and of the ancient cathedral is very fine.

At Ely the two trains, being met, took the journey to Cambridge together, leaving Ely at 20 minutes to 2 o'clock, and reaching Cambridge at 5 minutes past that hour—the distance is nearly 15 miles. On coming to the station, all the visitors were received by the thousands of spectators with cheers and shouts of "Welcome." Cambridge poured out the whole of her population to greet the directors and their friends. The ringing of the church bells, the discharge of cannon, the shouts of the joyful groups—all demonstrated the estimate—and it is a true one—which everybody made of the importance of the completion of this gigantic undertaking.

An elegant and enormous marquee, erected by Mr. Benjamin Edgington, of Duke-street, Borough, in which was spread an ample feast, provided by Mr. Gunter, of Berkeley-square, received upwards of six hundred guests, over whom presided Mr. Bosanquet. Among these were the noblemen and gentlemen already named, the Vice-Chancellor of Cambridge, Dr. Phelps, and many of the heads of colleges; the Dean of Ely, and many of the clergy; the Mayor and Corporation of Cambridge, &c., &c. Healths, toasts, and sentiments were drunk; all was gaiety and good humour. The band of the Coldstream Guards playing the loyal and national airs appropriate to the occasion, and the people shouting with delight—nothing could have been better arranged or conducted. There was no dissatisfaction, no complaints, no confusion, and no accidents. At 6 o'clock the trains left—the one returning to London, and the other taking its departure for Norwich.

The importance of the completion of this undertaking is more than is at first apparent. It will bring into almost juxtaposition places hitherto unvisited and to most people almost unknown, and it will open a very wide prospect for industry, commerce, agriculture, and manufactures.

CHESS.

TO CORRESPONDENTS.—"M. P. F."—The quotation occurs in the writings of Sir Thomas Eliot, 1534. "The Chess, of all games wherein is no bodily exercise, is most to be commended, for therein is right subtle engyne, whereby the wit is made more sharp and remembrance quickened." There is no misprint, as our correspondent supposes, in the word "engyne," which simply means ingenuity, contrivance. In Ben Jonson, we find it used for understanding; and Shakespeare has "ingenue" for a poet, an ingenious person, in which sense it is nearly akin to the Greek Πονηρής, maker.

"W. H. S."—"The Hundred Ends of Games," published by Mr. Lewis many years ago, are out of print. You may possibly obtain a copy by applying to Mr. L. Mr. Brown's "Collection of Original Positions on Diagrams" is still on sale, and can be procured of Hastings, Carey-street, or Goode, Chess Rooms, Ludgate-hill. The masterly problems by the Rev. Mr. Bolton and Mr. W. Bone have never been published in a collected form.

"F. G. C."—Penance.—Your solution (?) is all wrong.

"T. R."—The problem received shall be examined.

"O. M."—In the position sent the black king is stale-mated.

"One of the Old School."—Both the works mentioned, Mr. Bryan's "Pamphlet on the late Great Chess Match," and Major Jacinich's admirable "Analysis of the Openings" (one of the most complete and masterly treatises on the game ever published), may be got in England, at the office of "The Chess Player's Chronicle."

"A Moderate Player."—Incorrect. The initials "K-g" are those of the inventor of the problems to which they are attached.

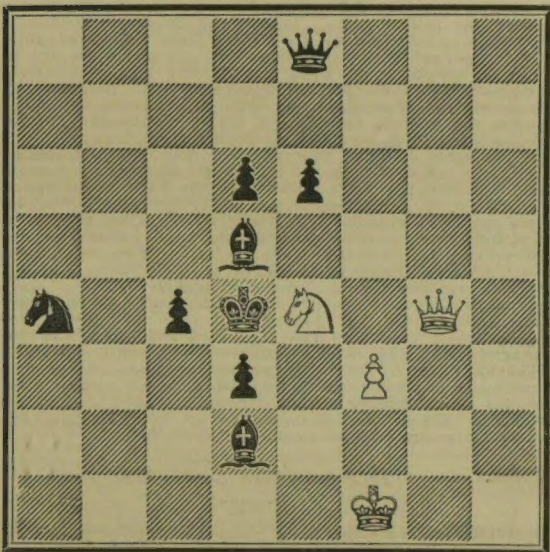
"Shamrock."—Mr. Stephens and Mr. Forth were generally considered the best players in Ireland. The death of the former we saw announced in "The Chess Player's Chronicle" of yesterday, and it is a painful and remarkable coincidence that his rival, and competitor in the game there published, should have survived him but a few days. Mr. Forth, we regret to hear, expired at Waterford, on Sunday last. Both were in the prime of life.

Solutions, by "J. H.," "H. P.," "Andrew F.," "D. B. S.," "E. M.," "Novice of Fowey," "T. R.," "W. W.," "H. G. R.," "A. Z.," "Juvenile," "H. B.," "I. D.," are correct.

J. H.—The quarterly subscription to THE ILLUSTRATED LONDON NEWS is 6s. 6d. Send your address and a post-office order.

PROBLEM, No. 81.
By G. D. OF LEEDS.

White to play first and mate in five moves.
BLACK.



WHITE.

SOLUTION TO PROBLEM, No. 80.

WHITE.

1. B to K B's 8th
2. B to K Kt's 7th (ch)
3. R to K B's 6th
4. R to K B's 3rd discovering ch. and mate.

BLACK.

- K to Q's 5th
- K to his 6th
- K to Q's 5th

THE GRAVE OF SIR WALTER SCOTT.—A monument at Dryburg Abbey, to the memory of Sir Walter Scott, will be immediately commenced. Various obstructions and delays have occurred to interfere with this pious and patriotic duty. Sir Francis Chantrey had promised a design, but died ere he had carried his intention into effect. Mr. Allan Cunningham, the friend and assistant of Chantrey, knowing what was proposed, drew a sketch of a monument; and it is a melancholy and interesting fact, that the last letter ever penned by "honest Allan," was one transmitting this sketch to Mr. Cadell, Edinburgh. The same day that he sent off his design for the tomb of Scott, Mr. Cunningham suddenly died, and followed his illustrious friends, the poet and sculptor, to the grave. After a delay of thirteen years, the original object, however, will be obtained, and, beautiful as is the poet's tomb in Mary's aisle, the spot will be rendered still more impressive by this external commemoration, the offering of gratitude and affection, combined with those higher and more solemn feelings which consecrate the grave of genius.

THE WEATHER.—We had in the metropolis on Wednesday, in the course of the afternoon and evening, a great deal of heavy rain, with a low temperature. Towards eleven o'clock the rain ceased, but it lasted long enough, and was heavy enough, to increase the apprehensions which begin to be felt for the crops. On Thursday, also, there was much rain, and the weather was cold and gloomy.

THE SPIRIT OF RELIGION.

BY EDWARD ARMITAGE.

FROM THE PRESENT WESTMINSTER HALL EXHIBITION.

"Religion, unfolding her mantle, reveals herself to Mankind. The Clouds of Error recede before the Star of Truth."

"Faith kneels in humble adoration, holding the Palm Branch, the emblem of Martyrdom."

"Hope, with one hand on the Gospel, and the other pointing to the Cross, bids the Captive, the Dying, and the Broken-hearted, look up to Religion, while Charity, uninfluenced by human prejudices, extends her protection to the Helpless and Outcast."

Such is the artist's own account of his Cartoon, for which he has been awarded a premium of £200 by the Royal Commissioners of the Fine Arts. It reminds us a good deal of the anecdotes that are told of painters, when art was in its infancy among us; when the ambition of our painters was greater than their skill; and when, aware of their own defects, they were compelled to explain what they meant, by writing

underneath, "This is a Dog," or, "This is a Hare." All allegories are more or less obscure. "I would rather," said Dr. Johnson, "have the portrait of a dog I know than all the allegories that were ever painted." We are not altogether of the Doctor's way of thinking on this subject and should really be sorry to see Hope, Faith, Charity, and the several personifications of Poetry and Painting banished altogether from the realms and limits of art. Mr. Armitage has wrestled with some energy and with considerable success, it appears to us, with difficulties not of his own making. The figure pointing upwards to the skies is full of breadth and vigorous conception, and much in the manner of the old masters—those "fountains undefiled"—from whom Mr. Armitage borrows with a bold license of allowance. The Dying Man, on the left of the picture, is a wholesale adaptation of Correggio's Painting Figure in the "Ecce Homo," so near home as our own National Gallery. The system of wholesale larceny observable in the present Exhibition is really quite wonderful—but Criticism disdains to trace schoolboys to their common-places.



CARTOON (46) THE SPIRIT OF RELIGION.—BY EDWARD ARMITAGE.—PRIZE £200.

LITERATURE.

MANUAL OF AGRICULTURAL ANALYSIS. By JOHN MITCHELL. Simpkin and Co.

Not the least striking feature of the age is the subdivision of education, which, in its broad sense, is the work of a life, not of a day. The volume before us is an exemplar of this special instruction. Agriculturists have little time for the study of such an extensive science as chemistry; and the aim of this book is to furnish the best methods of chemical analysis, as applicable to agriculture, without requiring the operator to study the entire science. This, the author, Mr. John Mitchell, who writes himself down an "Analytical Chemist," allows to be an apparent impossibility; but he assures us that, by a few simple rules, which he has given, the agriculturist may ascertain the composition of

any soil or manure. Hence, he gives instructions in analysis, the preparation of tests or re-agents, the composition of soils and vegetables, &c.; the whole illustrated with engravings of apparatus, and accompanied by an appendix of results of experiments with manures, &c. The work appears to be systematically and lucidly compiled; and, as a royal road, is but a portion of the forcing system.

LOST HAPPINESS; OR, THE EFFECTS OF A LIE. A Tale. By LADY CHATTERTON. Burns.

The accomplished authoress of this tale for children, has taken for her motto Johnson's awful denunciation of the sin of lying:—"The liar, and only the liar, is invariably and universally despised, abandoned, and disowned," &c. The interest of the tale itself turns upon

the career of a liar, from his youth upwards; he begins with getting his father's servants into trouble by his own wicked ways, and ends with losing a lovely bride by the same means. The mendacious scion drives the servant to desperation, from which, however, he is ultimately reclaimed, and is made happy; whilst "the young gentleman," mortified at his loss, sinks into the vices and misfortunes he had been the means of bringing on poor John. The tale is very nicely written; and seeing how temporizing with truth, if unchecked in childhood, may become the habit of after life, the circulation of this elegant piece of morality may effect great good. The frequency of sin, by no means lessens its enormity, but demands increased means for its prevention; as will doubtless be found in these impressive instances of "The Effects of a Lie."

SACRED VERSES, WITH PICTURES. Part I. Burns.

These "Sacred Pictures"—twelve in number—have been engraved on wood, from some of the masterpieces of Albert Durer in that branch of art: they are cleverly executed and cannot fail to leave upon the minds of children, for whom these "Pictures" are intended, lasting impressions of the sublime and touching scenes and events which they seek to commemorate. The subjects are—"The Good Shepherd," "The Flight into Egypt," "The Cleansing of the Temple," "The Widow of Nain," "The Daughter of Jairus," "The Agony," "Washing the Disciples' Feet," "The Burial," "The Resurrection," "Behold, I stand at the Door," "The Guardian Angel," "The Child in the Storm." To each picture is appended appropriate letter-press, in verse or prose, consisting of translations of Latin hymns, Reflections from Bede, &c.: the whole edited by the Rev. Isaac Williams, B.D.; there being two pages devoted to each subject. The little collection must prove attractive to childhood and youth, and even to those of riper years: there is a sacred simplicity in the pictures themselves which must strike the mind of every beholder; and there can scarcely be more devotional aids to holy living, than keeping such divine instruction constantly before us, so that religious exercise become the habit and silent worship of the heart. The peaceful thoughts which will flow from this early and constant communion of man with his Maker, it has never entered into erring nature to conceive.

OBITUARY OF EMINENT PERSONS, RECENTLY DECEASED.

MR. BUTLER.

This tragedian—of high respectability, and more than ordinary talent—was the son of Samuel Butler, an actor and manager, who died some years ago, in Yorkshire, and whose tomb, in St. Mary's, Beverley, bears the following quotation—one of melancholy truth in too many instances—

A poor player,
That struts and frets his hour upon the stage,
And then is heard no more.

Mr. Butler, senior, had two sons—Samuel and George Blyth, who may be said to have been on the stage from their infancy. The elder, Samuel Butler, the subject of this notice, first drew public attention to his merit while performing at Hull, about seventeen years ago. He afterwards came to the metropolis, and soon acquired reputation at the Surrey, and other minor theatres. He made his *début* at Covent Garden, during the management of M. Laporte, and played *Hamlet* there, with considerable *éclat*. He subsequently went a successful tour through the provinces, and became an established favourite at Manchester. He was the leading tragedian at the Theatre Royal there, during the season when that building was burnt down; and on the occurrence of the catastrophe, he took a prominent and laborious part in the readings given by the members of the company, at the Manchester Athenæum, for the benefit of the sufferers. Mr. Butler also made a distinguished and profitable professional journey through the United States of America.

He subsequently played the principal tragic parts at the Sheffield Theatre; but, unhappily, a long and painful surgical complaint, from which he had suffered excessive torment, and of which he was eventually to become the victim, now so increased that he could only act two nights a week. He returned a short time ago to Manchester, where he was obliged to undergo an operation, and where, amid much pain and debility, he endeavoured to continue professionally employed by giving a course of his popular lectures from Shakspeare at the Athenæum. On Wednesday, the 16th ult., while delivering a lecture on "Hamlet," he was seized with a sudden and violent attack of his malady, and was compelled to retire. The next night, as he was supported across his bed-room, he expired, without struggle or groan, in the arms of his wife. He died in the prime of life, being but forty-one years of age. He was interred in the cemetery at Ardwick on the 23rd ultimo.

As an actor, Butler evinced ability far above the common order. He had great strength and harmony of voice, combined with much taste and feeling. He was an excellent *Hamlet*, and he also could powerfully portray the darker passions of the human mind in such characters as *Iago* and *Macbeth*. His representation of *Tyke*, in the "School of Reform," was deemed a masterpiece. Mr. Butler has left a widow in circumstances of some embarrassment—the natural consequence of her husband's tedious and agonising illness, which rendered him incapable of achieving that independence he so well deserved. We understand a subscription has been commenced in her behalf among poor Butler's friends; and we trust sincerely that something will be done to show that, though the player's hour be past, and his voice is heard no more, his high character, his acknowledged talent, and his various good qualities, live in the remembrance of the many who have known him in his best and brightest days.

THE EARL OF DUNMORE.

Alexander Edward Murray, Earl of Dunmore, Viscount Fincastle, and Lord Mayor of Blair Moulin and Tillemot, in the peerage of Scotland, and Baron Dunmore, in that of the United Kingdom, was the son of George, the fifth Earl, and was born on the 1st June, 1804. He succeeded his father the 11th November, 1836; he married, the 27th September, 1836, the Lady Catherine Herbert, fourth daughter of George, eleventh Earl of Pembroke, by whom he leaves issue, two daughters, and a son, only four years old, Charles Adolphus, now Earl of Dunmore. His Lordship, the late Earl, expired on the 15th ultimo, at Hill House, Streatham.

The Murrays, Earls of Dunmore, are of very ancient and noble Scottish descent, being a branch of the ducal house of Athol. The first Earl of Dunmore, so created in 1686, was Master of the Horse to Queen Mary. The aunt of the Earl recently deceased, the Lady Augusta De Ameland Murray, was married, in 1793, to the late Duke of Sussex, and was mother of Sir Augustus and Mdlle. D'Este. She died the 5th March, 1830.

LORD BATEMAN.

William Bateman Hanbury, Baron Bateman of Shobdon, in the county of Hereford, was the son of William Hanbury, Esq., of Kilmarnock, in the county of Northampton, and the lineal descendant of an older William Hanbury, of the same place, who married Sarah, eldest daughter and coheir of William Western, Esq., of Rivenhall, in Essex, by Anne, only daughter of Sir James Bateman, Knight, Lord Mayor of London, in 1717; and sister of William, created Viscount Bateman in the Peerage of Ireland, in 1725. This peerage became extinct with the death of the second Viscount, in 1802, when the family estates passed to Lord Bateman's grandfather, and they were inherited by his Lordship, on the demise of his father, in 1807.

Lord Bateman was raised to the peerage in 1837, and he since, by letters patent, assumed the name of Bateman before that of Hanbury. His Lordship was a peer of Lord Melbourne's creation, and invariably supported Whig measures. Lord Bateman, who was born the 24th June, 1780, married on the 16th August, 1822, Elizabeth, second daughter of the late Lord Spencer Stanley Chichester, and niece of the present Marquis of Donegal, by whom he leaves issue, with five daughters and two other sons, a son William, a minor, now Lord Bateman. The late lord died after a very brief illness, on the 22nd ultimo, at his mansion, Portman-square.

ALEXANDER MURRAY.

Alexander Murray, Esq., of Broughton, in the county of Wigton, was born on the 11th of September, 1789, and married the 18th July, 1816, the Lady Anne Bingham, daughter of Richard, second Earl of Lucan. Mr. Murray sat in Parliament for the stewardry of Kirkcudbright, and

always advocated Whig principles. He was the representative of an ancient family in Wigtonshire, which was enriched by a marriage with the heiress of Lennox of Colley, and the grants made by James VI. to George Murray of Broughton, one of the gentlemen of the Queen's Bedchamber. Mr. Alexander Murray died in the south of Ireland, on the 16th ult., after a short illness.

EPITOME OF NEWS—FOREIGN AND DOMESTIC.

The *Echo de l'Orient* of the 9th July states, that the loss occasioned by the conflagration at Smyrna was estimated at 200,000,000 of piastres. The following is a list of the buildings which had fallen a prey to the flames:—4000 houses and shops, 40 mosques, the Armenian church, the convent of the Capuchins, 4 Turkish convents, 2 mosques, the establishment of the Sisters of Charity, the Hospital of St. Antoine, the consulates of the Low Countries, Belgium, and Tuscany. Out of 800 beautiful houses, composing the Armenian quarter, but 40 remained. The Kenourli Makala, chiefly inhabited by native Catholics, the Rue Franque, parts of the St. George, San Dimitri, and des Hopitiaux quarters, had been also destroyed.

A letter from Vienna, of July 15, says:—"The Duke de Bordeaux arrived here yesterday, and after paying a short visit to Schenbunn, returned to Frohsdorf, without receiving any visits. The Emperor and Empress, the Empress Mother and Grand Duchess Maria Louisa, as well as the Prince and Princesses of the House of Este now here, have visited her Royal Highness the Duchess of Kent. The Duchess of Kent will leave about the time already stated, on her way to meet the Queen of England."

A private letter from Beyrout announces that a melancholy accident had occurred to the barge's crew of her Majesty's ship *Warspite*. Being sent on the 22nd ult. to the launch drawn up on the beach, and having to cross a bar to enter Hassan Cove, a sea struck her on the quarter, and hove her broadside on, when another following turned the boat over, by which accident six poor fellows lost their lives. Five bodies have been found and buried from the *Warspite*; the boat has also been picked up.

Accounts have been received from Athens to the 10th July. Robberies and assassinations in all parts of the country appear to be daily increasing. M. de Petali, the father of the celebrated advocate of that name, has been assassinated at his country residence at Negropont, while walking on the terrace of his own house and talking to some peasants who have land on his property. A gun was discharged at him, and several balls were lodged in his body. The assassins escaped. The house of the receiver-general at Chalcis has been broken open by a regularly organized band of robbers, who succeeded in carrying away 47,000 drachmas of the public money. Some of the robbers have been taken, and are brought to trial.

The *Great Britain* left Liverpool on Saturday last for her first trip across the Atlantic to New York. She carries out 45 passengers, and about 350 tons of bale goods at £5 per ton, some 1300 to 1400 letters, an immense number of newspapers, and 1500 tons of coal, a portion of which is anthracite on account of its superior heat.

The *Cologne Gazette* gives some details of a collision which had recently taken place on the frontiers of Bosnia, between the Turkish and Austrian soldiers, and in which a number of men had been killed on both sides. It appears that the Bosnians were the aggressors, and had killed an Austrian officer, on which a body of Austrians crossed the frontiers and attacked the Turks, whom they defeated with loss. The latter then prepared to take their revenge, which had caused a body of Austrian troops to be marched to the frontier, to prevent further collision and to preserve order.

Dr. Steiger has addressed a letter from Winterthur to the ladies of Lucerne, expressing his gratitude to them for the sympathy shown him at the time of his captivity and condemnation. The letter concludes by an appeal in favour of the prisoners who still remain in confinement. The news of the escape of Dr. Steiger was received with enthusiasm in Germany, and celebrated by ball, concert, and subscription for his three liberators. At Heidelberg a banquet of 200 persons took place, when the first burgomaster, an old man of 70 years of age, addressed the meeting in favour of political and religious liberty.

On Tuesday week, an aged man, named Charlesworth, was released from York Castle, after an imprisonment of 24 years. In 1816, he was committed for contempt of the award of a referee, who had been appointed to decide a dispute between him and another party respecting the height of a dam attached to a mill belonging to him, in the neighbourhood of Holmfirth. He has been discharged by a Judge under the provisions of an Act of Parliament passed in the reign of William IV.

There are strange accounts from Erzerum about the weather. On the 21st of June, at Midsummer, a heavy snow-storm set in, which lasted for eight or forty hours. The thermometer fell to 27° Fahrenheit. The snow in the town itself was a foot and a half deep, and on the tops of the mountains four or five feet. It was not till the 24th that a return of mild weather and sunshine restored the reign of summer. The weather in the Black Sea was at the time wintry and dreadful. Many persons perished by the capsizing of boats; and it is apprehended that the blockading squadron of Russia, on the coast of Abassia, will have suffered.

The *Glasgow Saturday Post* alludes to an extraordinary character in the person of one Robert Arkless, aged seventy-three, in the employ of Mr. J. Sadler, Whitley-hill Point. He has been wedded to five wives; and has been the father, up to this time, of thirty-three children. Of his children twenty-nine have died, and of his wives four. This gives thirty-three funerals. As all his children, up to this time, have been christened, this gives thirty-three christenings. Having been five times married, he has paid for five weddings. He is now working for 1s. a day and his wife for 8d., his master allowing him house and garden.

We have received advices of the 4th of June from the Cape of Good Hope; but, except that the Natal people were greatly dissatisfied at the proceedings of the Commissioner appointed to adjust the land claims, and that it was hoped the Governor, Sir Peregrine Maitland, would effect a better arrangement, we find nothing of prominent interest in the papers.

The *Cambrian*, 36, has arrived from China with a freight of two million dollars in Sycee silver, being a portion of the Chinese indemnity money.

The Grand Junction Railway Company have made another reduction of their fares. This they have been enabled to do, in consequence of the great increase of their traffic. This increase of traffic is not confined to the Grand Junction line. On the Liverpool and Manchester, and other great lines, the reduction of fares has been attended with an equal if not a greater increase of passenger traffic; and even on lines which it previously appeared to be impossible to create a great traffic, a very extensive one is springing up under the influence of greatly reduced fares.

The *Cologne Gazette* quotes a letter from the frontier of Bosnia, of the 13th ult., stating, that the Bosnians having killed an Austrian cadet, the Captain in command of the Cordon near Glinia collected a force of a thousand men, with which he entered the Ottoman territory on the 9th, and attacked the Turks, who had assembled in large numbers to resist the invasion. A bloody battle ensued; the Austrians remained masters of the field, but not without having sustained a serious loss. That of the Turks was much greater.

THE MARKETS.

CORN EXCHANGE (Friday).—Since Monday the arrivals of English wheat for our market have been on the increase, they having exceeded 4000 quarters; yet the stands were rather scantily filled with samples. Owing to the prevailing changeable weather, holders of home produce were very firm to-day, and in some instances they obtained 1s. per quarter more for selected qualities; the value of other kinds being fully supported. In foreign wheat a good business was doing, at extreme rates, while parcels under lock commanded an advance of from 1s. to 2s. per quarter. Barley was in sluggish request at late rates. Malt was in moderate request, and prices were supported. Inferior oats and beans were somewhat lower. In other grain no alteration.

ARRIVALS.—English wheat, 4480; barley, —; oats, 190 quarters. Irish wheat, —; barley, —; oats, 16,250 quarters. Foreign wheat, 3850; barley, 290; oats, 3170 quarters. Flour, 3260 sacks; malt, 2140 quarters.

English.—Wheat, Essex and Kent, red, 56s to 62s; ditto, white, 60s to 66s; Norfolk and Suffolk, 48s to 54s; ditto, white, 50s to 56s; grey peas, 37s to 39s; mangle, 38s to 40s; white, 38s to 40s; boilers, 40s to 42s, per quarter. Town-made flour, 50s to 51s; Suffolk, 42s to —; Stockport, 40s to 42s, per 28 lbs. Foreign.—Fine wheat, 54s to 61s; Dantzic, red, 54s to 60s; white, 60s to 66s. In Bond.—Barley, 22s; oats, 18s to 20s; ditto, feed, 17s to 19s; beans, 36s to 37s; peas, 36s to 37s per quarter. Flour, American, 21s to 23s; Baltic 21s to 22s, per barrel.

The Seed Market (Friday).—Several parcels of new Canary seed have been disposed of at 50s to 51s per quarter. A new seed of new Peas, 42s to 43s per last, while new Turnip seed may be purchased at 16s to 20s per bushel. Generally speaking, the seed trade is inactive, at about previous quotations.

Linseed, English, sowing, 52s to 58s; Baltic, crushing, 40s to 45s; Mediterranean and Odessa, 40s to 41s. Hempseed, 35s to 38s, per quarter. Coriander, 12s to 15s, per cwt. Brown Mustard seed, 8s to 12s; white ditto, 12s to 14s. Tarrs, 6s 6d to 7s 6d, per bushel. English Rapeseed, 42s to 47s, per last of 10 quarters. Linseed cake, English, 42s to 44s; ditto foreign, 47s to 47s 10s per 1000; Rapeseed cake, 45s to 46s, per ton. Canary, 46s to 52s, per quarter. English Clover seed, red, 45s to 50s; extra, 52s to 55s; white 60s to 62s; extra up to 68s. Foreign, red, 40s to 48s; extra, 50s; white 60s to 62s; extra, 75s per cwt.

Bread.—The prices of wheat bread in the Metropolis are from 8½d to 9d; of household ditto, 8d to 9d, per 4lb loaf.

Imperial Weekly Average.—Wheat, 51s 7d; barley, 29s 2d; oats, 22s 5d; rye 31s 7d; beans, 40s 3d; peas, 38s 10d.

Six Weeks' Average.—Wheat, 49s 0d; barley, 29s 6d; oats, 22s 7d; rye, 32s 1d; beans, 39s 4d; peas, 39s 0d.

Duties on Foreign Corn.—Wheat, 0s; barley, 9s; oats, 6s; rye, 10s 6d; beans, 13s 6d; peas, 3s 6d.

Tea.—On the whole, only a made tea business is doing in this article, yet prices are generally supported. The deliveries continue large. Very few imports have taken place for some time past.

Sugar.—In West India sugars the transactions have been again extensive, and the rates have improved quite 5d. per cwt. Manilla, East India, and Foreign parcels move off freely, at full prices; while refined sugars are somewhat on the advance—brown lump, selling at 66s to 67s, and standard ditto 68s to 69s 6d per cwt.

Coffee.—This market has still a quiet, a preference, with very little alteration in value. The stock on hand is reasonably good, and the little speculation is going on.

Rice.—Bengal's is in good request, at somewhat improved rates. Good middling white cannot be purchased under from 12s 6d to 13s per cwt. All other kinds of rice submitted previous quotations.

Fruit.—Lower rates are taken for Chilean raisins, about 100 tons of which have sold for export at 3s. Currants 1s 4d, at 46s for Zante and Cephalonia, and 46s to 49s for Patras.

Cinnamon.—The quarterly sales having terminated, we are enabled to report very slow business, at a decline of from 2d to 4d per lb. Only a small quantity found buyers.

Wool.—The auctioneers have at length been brought to the close, under favourable auspices—the whole of the 31,600 packages having found buyers, at full prices.

Provisions.—The rivals of Irish butter continuing small, the sale has ruled active since our last, at a further advance of 1s per cwt. Carlow, land-lard, have sold at 81s to 85s; Corks, 82s to 84s; Carrick, 83s to 84s; Limerick, 80s to 84s; and Waterford, 80s to 83s, per cwt. For foreign butter, several large sales have been held, but the market has been in good request, at full prices, the best Friesland producing 88s to 92s per cwt. The value of bacon is somewhat drooping, yet a good business is doing in it. Lard in request, at 61s to 63s for Waterford bladders, and 60s to 62s per cwt. Other kinds of provisions rule about stationary.

Tallow.—For delivery, a better demand has been experienced, and a slight advance has been paid for autumn delivery. Some concerns have been made for autumn delivery, at 40s 6d. On the spot, the quotations are 39s 6d to 40s per cwt.

Coals (Friday).—West Wylam, 14s 9d; Hecton 9d; Lambton, 17s 3d; Eden Main, 16s 3d; Stewart's, 17s 9d per ton.

Oils.—Linseed is steady, at full prices; but most other oils are a dull inquiry.

Hay and Straw.—Coarse meadow hay, £3 15s to £4 15s; useful ditto, £3 10s to £3 15s; fine upland ditto, £3 10s to £3 15s; clover hay, £4 10s to £5 0s; oat straw, £1 15s to £2 0s; wheat straw, £2 0s to £2 2s, per load. New meadow hay, £3 15s to £4 15s; and new clover, £4 10s to £5 0s, per load.

Hops (Friday).—The favourable accounts which have reached us this week respecting the appearance of the growing blue have had considerable influence upon the demand here, which is heavy, but barely stationary prices. The duty is backed at £100 to £200 cwt.—Sunderland, £7 5s to £8 5s; East Kent, £7 10s to £11 0s; Mid Kent, £7 5s to £8 15s; Mid Kent bags, £7 0s to £8 12s; East Kent ditto, £10 0s to £12 0s.

Potatoes.—New potatoes are in good supply and steady demand, at from £3 10s to £3 0s per ton.

Smithfield (Friday).—Our market of to-day was again rather scantily supplied with beasts, although we had on sale 100 oxen and cows from Holland, and 200 Scots from Scotland, owing to which the beef trade was active, at fully Monday's enhanced currencies. The numbers of sheep were only moderate, while the sale for that description of stock was firm, and prices were firmly supported. In lambs, the supply of which was small, a good business was doing. The value of the trade was steady, at our last quotations. In pig very little was done. Milch cows sold at from £18 to £19 10s each.

Per Sib, to sink the offals:—Coarse and inferior beasts, 3s 2d to 3s 6d; second quality ditto, 3s 6d to 4s 0d; prime large oxen, 4s 0d to 4s 2d; prime Scots, 3s, 4s 4d to 4s 6d; coarse and inferior sheep, 3s 6d to 3s 10s; second quality ditto, 4s 0d to 4s 4d; prime coarse-wooled, 4s 4d to 4s 8d; prime South Down ditto, 4s 10s to 5s 0d; large coarse calves, 3s 6d to 4s 4d; prime small ditto, 3s 6d to 4s 10s; large hogs, 3s 0d to 3s 8d; neat small porkers, 3s 10d to 4s 2d; lambs, 5s 0d to 6s 0d. Suckling calves, 18s to 20s; and quarter old store pigs, 16s to 20s each. Beasts, 75s; cows, 14d; sheep and lambs, 10s 7d; calves, 37s; pigs, 33s.

Newgate and Leadenhall (Friday).—We had a very steady demand to-day, and prices were well supported.

Per Sib, by the carcass:—Inferior beef, 2s 6d to 3s 10d; middling ditto, 3s 0d to 3s 4d; prime large ditto, 3s 6d to 3s 8d; prime small ditto, 3s 10d to 4s 0d; large pork, 2s 8d to 3s 4d; inferior mutton, 2s 10d to 3s 4d; middling ditto, 3s 6d to 4s 4d; prime ditto, 4s 6d to 4s 8d; veal, 3s 8d to 4s 8d; small pork, 3s 8d to 4s 0d; lamb, 4s 10d to 6s 0d. ROBERT HERRICK.

MONETARY TRANSACTIONS OF THE WEEK.

(From our City Correspondent.)

The continued broken weather has been made available by the speculators to depress the price of the Funds, and the absence of business generally has favoured the operation. At the commencement of the week Consols quoted 98½ to 99 for money, but a gradual decline has since taken place, which was in some measure assisted by the tenor of the American news. Consols now quote 98½ to 99 for money, with a heavy market. Bank Stock has receded to 210. Reduced is 99. India Stock has fallen to 272. Exchequer Bills have yielded slightly to the improved demand for money, which, if it should continue, will doubtless affect the markets generally. The last quotation is 51 to 53.

The amount of business transacted in the Foreign Market during the week has been very limited. Spanish continues dull, and no material fluctuation has occurred in the prices. The closing quotation for the Five per Cents is 27; Three per Cents, 37½. Mexican improved upon the favourable opinion of Counsel, in the case of the dispute between the late agents for the Republic (Messrs. Lizardi and Co.) and the newly appointed agents (Messrs. Schneider and Co.). This improvement, however, quickly yielded to the news of the annexation of Texas, brought by the American mail on Wednesday. The price immediately receded about 2 per cent; but a slight rally has since taken place. The closing quotation is 36½. Belgian Four-and-a-Half per Cents have been dealt in, and closed at 100. Dutch Two-and-a-Half per Cents are 62½; Four per Cent. Certificates, 99½. Portuguese is 63½; and Columbian, 17½.

The lines most affected during the week in the Railway Market, have been the Leicester and Bedford, London and Croydon, and Blackwalls. The Leicester and Bedford have refused to amalgamate with the Birmingham and Midland and South Midland Companies, preferring to rely on the support of the London and York; Blackwalls, which had gradually improved to 12, receded to 11 1½ and 11½ to 12 upon the termination of the meeting. The result of the chairman's communication was, however, considered highly satisfactory, and although the Eastern Counties do not propose to lease the line as was supposed, a junction will be formed between these by a new line extending from Stepney to Old Ford. To effect this, new shares, in the proportion of one to six old shares, will be issued, and a great increase of traffic is anticipated. Nottingham and Boston scrip has been in request at ½ and 1 premium. North Staffordshire are also good at 3½. The opening of the line to Norwich, by way of Cambridge, has given an impetus to Norwich and Brandon shares, which quote 4½ to 5 premium. The line itself is one of the cheapest constructed in England, and is likely, therefore, to return largely. The settlement on Thursday passed off with tolerable ease, notwithstanding its being extremely heavy, from the large transactions in London and York shares, and the fluctuations on other lines. Rugby shares suddenly improved on Wednesday and now quote 24, from a supposition that the London and Birmingham Company will employ the capital in some of their numerous undertakings, or, at least, give a preference to the holders of the Scrip in any future scheme. The Foreign Shares are becoming more animated, advices from Paris stating that the operations there were for the rise. The closing prices are:—Aberdeen, 34; Birmingham and Gloucester (New), 32½; Birmingham and Oxford Junction, 43½; Bristol and Exeter (New), 12½; Caledonian, 10½; Cambridge and Lincoln, 34; Chester and Holyhead, 22½; Cheltenham and Oxford, 34; Coventry and Leicester, 12; Direct Northern, 2; Dublin and Belfast Junction, 63; Dublin and Galway, 24; Eastern Counties, 21; Eastern Counties New, 71 pm.; Edinburgh and Glasgow, 85; Edinburgh and Northern, 2; Ely and Bedford, 3; Great Western, 224; Ditto 3 Shares, 120; Ditto Fifths, 49; Guildford, Fareham, and Portsmouth, 22; Lancaster and Carlisle, 56; Leicester and Bedford, 24; London and Birmingham New Thirds, 55½; Ditto Quarters, 34; London and Blackwall, 11½; London and Brighton, 80; London and Croydon, 27½; Ditto New, 2; London and South Western, 80; Ditto New, 14; London and York, 64; Londonderry and Enniskillen, 34; Londonderry and Coleraine, 44; Lynn and Ely, 62; Lynn and Dereham, 24; Manchester and Leeds, 104; Ditto Half Shares, 89; Ditto Quarters, 294; Manchester and Birmingham, 66; Ditto New Quarters, 84; Manchester, Buxton, and Matlock, 58; Midland, 179; Ditto New, 27; Midland, Birmingham, and Derby, 141; Midland Great Western (Irish), 34; Newcastle and Darlington Junction, New Branding, 404; Newcastle and Berwick, 212; Newry and Enniskillen, 24; Newark and Sheffield, 24; North British, 27½; Ditto New, 72; North Staffordshire, 34; Northern and Eastern, 693; North Wales, 23; Oxford and Worcester, 78; Portsmouth Direct, 6; Richmond and West End Junction, 5; Rugby, Worcester, and Tring, 2; Shrewsbury, Wolverhampton, Dudley, and Birmingham, —; Shrewsbury and Trent Valley Union, 24; South Devon, 31; South Midland, 44; South Eastern and Dover, No. 3, 73; Staines and Richmond, 18; South Wales, 58; Trent Valley and Holyhead Junction, 28; Welch Midland, 44; York and North Midland, Extension, 224; Boulogne and Amiens, 108; Dutch Rhenish, 84; Great Northern of France (Lafitte's), 64; Ditto (Kosamel's), 24; Orleans and Bordeaux, 102; Over Yssel, 14; Paris and Lyons (Lafitte's), 58; Sambre and Meuse, 64; Verona and Ancona, —; West Flanders, 48.

SATURDAY MORNING.—The Consol Market continued flat yesterday, and no alteration of prices occurred. Spanish advanced in the course of the day, the Actives quoting 27, but ultimately receding to 26½; Three per Cents, 37½. The settlement of the account on the Share Market continued to progress favourably, prices remaining tolerably firm.

THE LONDON GAZETTE.

TUESDAY, JULY 29.

WHITEHALL, JULY 25.—The Queen has been pleased to direct letters patent to be passed under the Great Seal, granting unto Sir Thomas Hastings, Knight, Captain in the Royal Navy, the office of Storekeeper of the Ordnance of the United Kingdom of Great Britain and Ireland.

WHITEHALL, JULY 28.—The Queen has been pleased to present the Reverend Peter Collin Campbell to the church and parish of Caputh, in the presbytery of Dunkeld and county of Perth, vacant by the death of the Reverend Alexander Lockhart, B.D.

APPOINTMENTS SUPPLEMENTED.—A. POCOCK, Brighton, linen draper. J. BINDLEY, Atherstone, Warwickshire, hosier.

BANKRUPTS.—M. WRAKE, jun., Canterbury, bricklayer. J. VENTURA, White Hart Court, Bishopsgate-street, merchant. B. S. R. MATTHEWS, Cornwall-street, Lambeth, oilman. R. THOMPSON, Newcastle-upon-Tyne, watchmaker. W. SMITHURST, Manchester, ironmonger. J. DICKSON, Leeds, ironmonger.

SCOTCH SEQUESTERS.—M. M. CALLUM, Rothesay, butcher. J. WYLIE, Overton, Lanarkshire, farmer. J. WYLIE, Overton, Lanarkshire, tollkeeper.

FRIDAY, AUGUST 1.

WAR OFFICE, JULY 29.—Her Majesty has been pleased to appoint General his Majesty the King of the Netherlands, G.C.B., to be a Field Marshal in the Army.

WAR OFFICE, Aug 1.—1st Lieut. Dragoon, Lieut. R. Fort to be Lieutenant, vice Arkwright. 8th Lieut. The Hon. J. Sandilands to be Captain, vice Moyston; Cornet J. V. Allen to be Lieutenant, vice Sandilands; P. Saltmarsh to be Cornet, vice Allen.

5th Foot: Lieut. W. B. L. Sleight to be Lieutenant, vice Clanchester. 7th: Capt. G. R. Cumming to be Captain, vice Fraser. 25th: Lieut. G. E. Lane, to be Lieutenant, vice Fraser. 28th: Capt. A. Fraser to be Captain, vice Cumming. 41st: Lieut. E. Arkwright to be Lieutenant, vice Fort. 48th: Lieut. F. N. Dore to be Lieutenant, vice H. V. Watson. 67th: Ensign W. B. Forde to be Lieutenant, vice Silverlight; W. C. Rivarola, to be Ensign, vice Forde.

2nd West India Regiment: H. Thwaites to be Ensign, vice Webster; 3rd: Lieut.-Col. T. Hunt to be Lieut.-Colonel, vice Brevet Colonel Sir R. Doherty.

Ceylon: Lieut. Colonel, vice Brevet Colonel Sir R. Doherty. 1st Brevet Major Rogers; Lieut. W. Price, to be Captain, vice Clanchester. 41st: Lieut. C. C. Durnford, to be Captain, vice Tattersall; Second Lieut. E. F. Trenchell, vice Durnford. To be Second Lieutenant, J. M'Donnell, vice Trenchell.

HOSPITAL STAFF.—Wellington Pools to be Assistant-Surgeon to the Forces, vice Long. INSOLVENT.—J. CADOGAN, jun., Brecon, says warehouseman.

BANKRUPT.—J. H. CURTIS, Soho-square, bookseller. W. CLARK, Royston, Hertfordshire, baker. W. BEST and J. SNOWDEN, Southampton, printers.

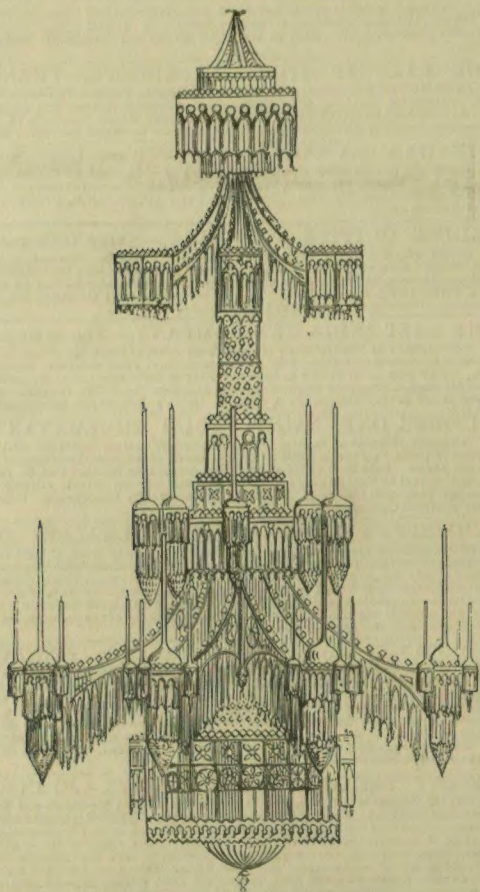
T. MADDOCKS,

THE EARL OF ALDBOROUGH AND HOLLOWAY'S
PILLS.—An astounding cure by this miraculous Medicine, after every other means had failed, is here exhibited in the following interesting case:—**Uxbridge, Leicestershire, February 21, 1845.**
 "To Professor Holloway: Sir, I beg to acquaint you that; your pills have effected a cure of a disorder in my liver and stomach, which all the most eminent of the faculty at home and all over the continent, had not been able to effect; nay, not even the waters of Carlsbad, which I had taken for several months, had been of any service. I will now tell you the nature of my liver and stomach.—Sold (all) to Holloway's Ointment at Professor Holloway's Establishment, 24, Strand; and by all medicine vendors.

GOVERNMENT SCHOOL OF DESIGN.

The Exhibition, this year, of the Prize Designs in the various branches of Decorative Art, at the School of Design, evince a very considerable advance in that excellent Institution. Its prosperity, too, is indicated by the great increase of attendance and fees; and, in the language of the Report of the Council, just presented to both Houses of Parliament, by command of her Majesty, "Schools of Design, as the means of attaining improvement in the productions of Ornamental Art in this country, are very highly estimated throughout our commercial communities; and there appears to exist in the minds of all who are most competent to judge, and most interested in the prosperity of our national manufactures, a decided conviction of the practical importance of continuing and extending the instruction which it is the object of Schools of Design to impart."

Again: the Report states, that, "in the course of last year, numerous applications have been received for the execution of designs in various departments of ornamental art; and every endeavour has been made



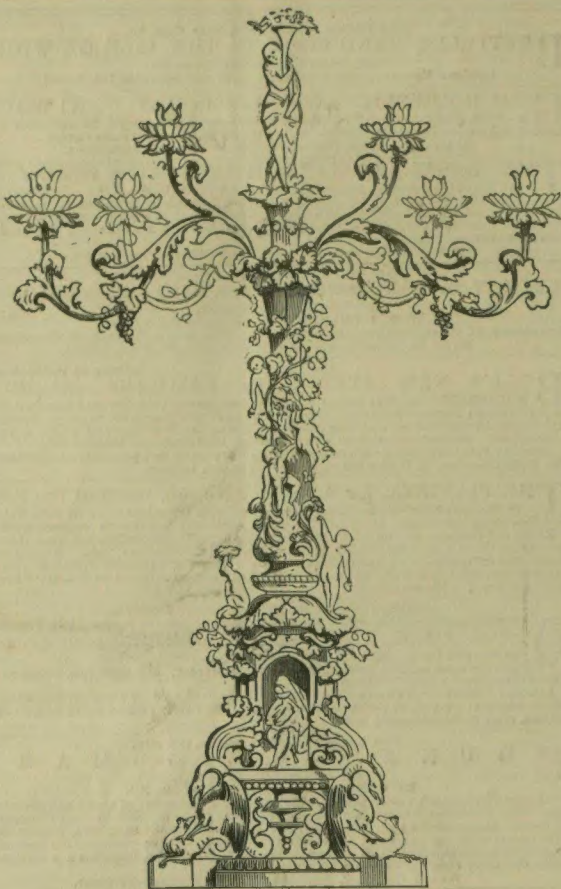
MR. STRUDWICK'S DESIGN FOR A GOTHIC CHANDELIER.

to comply with these requests, as far as the execution of such commissions has been consistent with, and could be made to form a part of, the prescribed exercises and course of study in the School. Designs for different purposes have thus been furnished to manufacturers in London and in several provincial towns: and, from time to time, manufacturers and others have purchased of students various designs which have been produced in the performance of the exercises of the School. In the number of such commissions, and in the extent to which the productions of the students are applied to commercial purposes, a constant increase is evident; and the numerous communications which come before the Council at each monthly meeting of the Committee on Correspondence, as well as the frequent visits and inquiries of persons connected with ornamental manufactures, may be noticed in proof of increasing relations between the School and those commercial parties whose interests this Institution was especially designed to promote. The importance which such correspondents and visitors attach to its agency in producing improvement in designs, and the favourable impressions they express with regard to the means it affords for the attainment of that object, seconded, as in several instances those assurances have been, by presents of valuable specimens of manufactures, appear to warrant a satisfactory opinion of the usefulness already effected by the School, and a confident hope of increasing benefit from its further operations."



MR. WILDE'S DESIGN FOR A VASE.

The Distribution of Prizes, which took place at Somerset House, on Wednesday week, afforded the most gratifying corroboration of the above statement. The rooms were hung with specimens of the students' skill, including designs for carpets, porcelain, glass, shawls; as well as paintings, drawings, sculpture, &c. The Right Hon. Lord Colborne presided, and was supported by Lord Ashburton, the Right Hon. H. Labouchere, M.P.; the Hon. Hugh Cholmondeley, M.P.; B. Hawes, Esq., M.P.; H. T. Hope, Esq., M.P.; H. G. Knight, Esq., M.P.; R. M. Milnes, Esq., M.P.; S. Pusey, Esq., M.P.; Sir R. Westmacott, R.A.;



MR. PIERSE'S DESIGN FOR A CANDELABRA.

Thomas Wyse, Esq., M.P.; J. G. Lefevre, Vice-Chancellor of the University of London, &c. Mr. Heath Wilson read the Report, which stated that the students had made great progress in their studies, and that the designs this year were greatly superior in execution, and displayed more taste, than those of any former year. The Report was adopted, and Prizes distributed to the successful students, the Chairman accompanying each with a few encouraging remarks. The rewards consisted of sums of money, from 30s. upwards, and were sixty in number. We have engraved seven specimens of the Designs.

First, is a design by Mr. Pierse, for a Candelabra, intended to be executed in bronze; for this classic work Mr. Pierse received an extra prize of five guineas.

Next are designs for two Chandeliers, in glass: that by Mr. Pierse obtained a prize of five guineas; and the Gothic design, by Mr. Strudwick, received a prize of three guineas. The latter has been purchased by Mr. Apsley Pellatt of the Falcon Glass Works, for ten guineas.



EMBLEMATIC VASE.

The central illustration shows a Model or a Sacramental Cup, emblematic of the Elements, Bread and Wine; the vessel being covered with vine leaves and grapes, and the handles formed of the Indian corn-



PORTION OF THE ARABESQUE, IN OIL, BY MISS FILMORE.

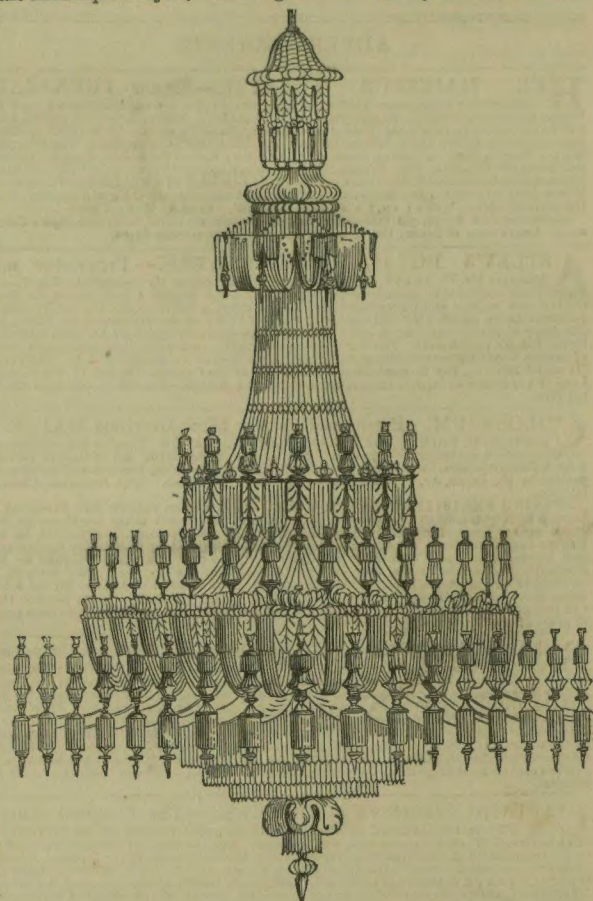
plant. This highly-imaginative work by Mr. Farrer, obtained an extra prize of five guineas, the Council not having offered a prize for such a work.

The pair of designs for Porcelain Vases are very meritorious. The first includes a group of figures, termed "The First Lesson in Archery," by Miss Emma Angell. The design covered with Elizabethan ornament, is by Mr. Wild, and obtained a prize of five guineas.

One of the most striking works is a panel, nine feet in length, and the principal prize for an "Arabesque in Oil," painted by Miss Filmore. The entire design comprises a pair of figures—a Fisherman, and Fowler with the thistle and convolvulus ornamentally arranged around them; the ground colour being a superb blue.

We have engraved a portion of this design—the young Fowler laden with birds of brilliant plumage. For this design Miss Filmore obtained eight guineas, or three guineas more than the prize offered; the addition being a testimony to her merit. Miss Filmore has since received a commission from Messrs. Holland and Son, for a design. Miss Chamson's copy in *tempera* of an Arabesque, from the copy in the School, made from the original in the Vatican, received a prize of £3, and was purchased for £5 5s. by the Council. This excellent copy by Miss Chamson is better than the original that it was taken from.

The Report also stated that three of the principal designs, namely, the Arabesque subject, "Painting and Music," by Mr. Murdoch; the



MR. PIERSE'S DESIGN FOR A CHANDELIER.

Arabesque, called "Peace and War," by Mr. Stewart; and that in the Pompeian style, by Mr. Hammersley, had not been executed in competition, but were the works of the Assistant Masters, who had been engaged in the study of ornament, and employed as elementary teachers in the School during the past year. The Committee had also much pleasure in alluding to a Cartoon by Mr. Murdoch, which he had executed at home, and which was most creditable to his industry and advancement in his studies.

We have not space further to detail the remaining Prizes: a design for a library bookcase, in the Elizabethan, or rather, cinque-cento, style, by Mr. Woods, highly merited the prize it received—eight guineas. The Shawl designs were a great improvement upon the old patterns: one, of a rich architectural character, was very beautiful.

Among the gratifying circumstances peculiar to this Exhibition, it may be mentioned that Messrs. Holland and Son, upholsterers, of Marylebone-street, expended £50 in the purchase of Designs from the School; and, what is still more satisfactory, they gave for the designs more than the usual prices for such subjects: other manufacturers have made



MISS ANGELL'S DESIGN FOR A VASE.

similar purchases. On the subject of employing Pupils of the School as designers, it may be mentioned that Mr. Thompson, of Clithero and Manchester, has recently engaged several pupils, who have been wholly educated here, to design for his calico-printing works; and this is, by no means, a singular case.

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